

OUR CITIES, TOWNS, AND VILLAGES.

(By our Special Correspondent.)

BRANTFORD, ONT., May 21st, 1872.

THE MOHAWK INSTITUTE AND INDIAN RESERVES.

Through the courtesy and kindness of the Rev. Canon Nelles, a gentleman who has spent the greater portion of a useful life among the Indians, we were shown over the above Institute. We inspected the building, examined the Indian children—boys and girls—in some of the subjects taught heard them read, and listened to their singing, both in Indian and English. A sketch of the New England Company to whom, by God's grace, the poor Indian is indebted for so much genuine philanthropy, will not, at this point, be inappropriate.

We learn that the Company was originally constituted a Corporation, under the name of "The President and Society for the propagation of the Gospel in New England," by an ordinance issued in 1649. Under the authority of this ordinance, a general collection was made in all the counties, cities, towns and parishes in England and Wales, and lands were purchased with the money so collected. Amongst the purposes of this Society, the Charter states it to be "for the further propagation of the Gospel of Jesus Christ among the heathen natives in or near New England, and the parts adjacent in America, and for the better civilizing, educating and instructing of the said heathen natives in learning and in the knowledge of the true and only God, and in the Protestant religion, already owned and publicly professed by divers of them, and for the better encouragement of such others as shall embrace the same, and of their posterities after them, to abide and continue in and hold fast the said profession." The Hon. Robert Boyle, a man not more distinguished as a philosopher than as a Christian, was appointed the first Governor, and held that office for about thirty years. Under his will a handsome annuity was settled on the Company, and their means were subsequently increased by other pious and well-disposed persons, especially by a bequest from an eminent dissenting minister—the Rev. Dr. Daniel Williams. It was this Company, composed as it always has been, partly of members of the Church of England, and partly of Protestant dissenters, which supported various missionary undertakings in New England during the seventeenth century. Their endeavours were continued for the same purpose through the greater part of the eighteenth century, until interrupted and for some time suspended by the war between Great Britain and most of her American Continental Colonies, which ended in the acknowledgment of the independence of those colonies known as the United States. The operations of the Company have since been carried to the neighbouring Provinces of New Brunswick and Canada, latterly principally directed to that part of Canada formerly called Upper Canada, where, in addition to schools and other establishments for the instruction of Indians in useful learning, this Company has contributed largely to the repairing of the church at the Mohawk village, on the Grand River, and has caused another church to be built lower down on the same river, at the Tuscarora village. In both, service is now regularly performed by ministers of the Anglican Church, duly ordained, whose income is supplied from the funds of this Company. Through this connection with the Mohawks, Tuscaroras and their neighbours, the Company is so far fulfilling the first intention of its foundation, for the Six Nations, of which they form a portion, were originally inhabitants of parts of North America included in what was once called New England, and the present attendants upon the Grand River Churches may be regarded as immediate descendants of the first objects of the Company's labours.

We should here state that this short sketch of the Company has been gathered from a preface to a Prayer Book, compiled for the Indians in their own native tongue by the Rev. Canon Nelles and Mr. John Hill, Jr., a Mohawk Catechist, and that instead of two, there are three Churches connected with the Mission. Belonging to the Institute is a parsonage (a delightful spot), occupied by the Superintendent and the Rev. Canon Nelles, and 200 acres of land. The Indian boys plough and manage the farm to a considerable extent, the girls perform most of the domestic duties connected with the Institute, and thus with daily attendance at school, weekly attendance at church, and much affectionate usefulness at all times, from the Rev. Canon and Mrs. Nelles, this little community of Indian children, numbering about 90, possesses all the comforts and happiness of a well-regulated home. Mr. Isaac Barefoot, a

well-educated and highly-respected Indian, teaches the girls, and Mr. Thomas Griffith the boys. The girls are taught sewing, spinning, knitting and house cleaning, and the boys farm and other industrial work. The school vacation is in August, and to those who desire it a week's holiday is granted at Christmas. Not far from the Institute is All Saints'—the oldest Church in Western Canada—and where the Rev. Canon Nelles has ministered to the Indians, much in the character of a patriarch, for many years. It is a wooden structure, in a very good state of preservation, kept neat and clean with scrupulous care, and attended by quite a number of the farming community around. The Royal Arms stand immediately over the entrance to the church; a silver Communion Service, containing an appropriate inscription, was presented by Queen Anne, and the Lord's Prayer, the Apostles' Creed, and the Ten Commandments in the Mohawk dialect, are made prominent to a gaze of every worshipper. Besides All Saints', there are two other churches belonging to the Indian Reserves—St. John's, at Tuscarora, under the charge of the Rev. Adam Elliott, and St. Paul's, Kanyageah, at which the Rev. James Chance regularly officiates. On the south side of All Saints' Church is the tomb of Joseph Brant, an Indian chief who possessed all the good and none of the bad qualities of his race, and whose loyalty to the British Crown, consistent course of Christian life, and deep solicitude in all that pertained to the interest and welfare of his people have enshrined him with a halo of bright and happy memory. We could not, as we looked upon the simple tomb of this venerable Indian chief, resist the temptation of reflecting upon Westminster Abbey and St. Paul's—those repositories of the remains of England's kings, queens, and great men—without indulging the thought that, perhaps, for his noble qualities, and still nobler deeds, he was entitled, as much as any, to the same mortuary distinction. Brant's tomb contains the following inscription: "This tomb is erected to the memory of Thayendanegea, or Captain Joseph Brant, principal chief and warrior of the Six Nation Indians, by his fellow subjects, admirers of his fidelity and attachment to the British Crown, born on the banks of the Ohio River, 1742, died at Wellington Square, Upper Canada, 1807. It also contains the remains of his son, Ahyouwaighs, or Captain John Brant, who succeeded his father as Tekavihoged, who distinguished himself in the war of 1812-15, born at the Mohawk Village, Upper Canada, 1794, died at the same place, 1832."

Under the superintendence of the Rev. Canon Nelles, the Company's chief missionary at their Mohawk station, a gentleman extremely well qualified for the duty by his long residence among the Tuscaroras and Mohawks, the Book of Common Prayer has been translated into the Mohawk dialect, the English being on one and the Mohawk on the other side of the page.

BRANTFORD'S MANUFACTURING AND OTHER INTERESTS.

Brantford's ready communication with the Great Western, the Grand Trunk, the Canada Southern and the Air Line to the South of it, and the prospective connection at Port Dover, via Cleveland, with the Pennsylvania coal fields, will always insure its being a manufacturing, as well as an agricultural centre. The permanent location of the Grand Trunk car-works and the development of other mechanical industries has given an impetus to Brantford which has increased, within the past year, real estate 100 per cent. The iron interest alone of Brantford is very great. Upwards of 1,500 tons of pig iron, principally Scotch, is imported every year. C. H. Waterous & Co., the firm that has so much distinguished itself in devising the most perfect system of "fire protection and water supply for cities, towns, and villages," do an immense business. The firm is known as the Brantford Engine Works, established in 1842; employs nearly 200 hands; has large connections in Manitoba, Nova Scotia and New Brunswick, and otherwise drives a very important and lucrative business. We made the acquaintance of Mr. G. H. Wilkes, one of the members of the firm, whom we found busily occupied in the very laudable effort of reclaiming by a course of scientific draining, 25 acres of what has long been known as the Wilkes' Tract Property. Five acres of this swamp will, when thoroughly drained, be the site of the future works of the company, the remainder to be devoted to building lots etc. The Victoria Foundry belonging to Mr. William Beck, does a good business, principally in the manufacture of stoves, employing between 80 and 100 hands. The Brantford Stove Works—proprietor, Mr. B. C. Tisdale—also manufactures stoves and does a good retail business; about 40 hands are employed. Mr. J. B. Jones has a general foundry, manufactures castings, iron railings and stoves, and employs about 20 hands. A. Harris & Son are manufacturers of agricultural implements, reaping and thrashing machines. Along the Grand River and the Canal are a number of flour mills, the Homedale Mills belonging to Mr. Daniel Plewes, manufacturing as many as 300 barrels a day of the very choicest brands. Mr. Alfred Watts turns out as many as 200 barrels a day, the largest number of which are sent to the Lower Provinces. There are also a number of what are known as flouring custom mills, which do an exceedingly good local business. There is a large establishment near the

Mohawk Institute, where furniture and upholstery of all kinds is manufactured, employing some 40 hands, while Mr. William Watt and James Trutt may be said to represent the planing, door, sash and blind factory business of Brantford. Yates & Stratford, near the Grand Trunk car works, manufacture lubricating oil; they do a thriving business and reckon among their best customers the Grand Trunk and Northern Railroads. It is calculated that \$500,000 were spent, last year, in the building of stores and private residences in Brantford—a fact which, of itself, speaks volumes for the enterprising spirit of its inhabitants. The most attractive private residence is probably that belonging to Mr. A. B. Bennett, who appears to be "hedged in" on every side, while on Brant Avenue Messrs. E. B. Wood, M. P., Henry Brethour, T. B. McMahon, Daniel Plewes, W. H. G. Kerr, and B. T. Hitch, have exceedingly well-constructed, if not palatial, residences.

THE WATEROUS SYSTEM

Brantford has suffered, probably, more from the devastating effects of fire than any other town, of equal size, in all Canada. Indeed the calamity of fire, was, for years, so great that the question of Fire Protection was forced upon the attention of the inhabitants, Mr. C. H. Waterous, it would seem, was induced to make a speciality of this matter, the result being that, after most careful studying, he succeeded in devising one of the best and simplest schemes for fire protection and, with it, a Water Supply, the most perfect we have yet witnessed on this continent. Brantford has no Fire Brigade, has never been troubled with the Rotary vs. the Piston question, but is dependant for the extinguishing of all its fires on a gallant little fire engine situated near the creek, and which in an incredibly short space of time—11, by the aid of hydrants at various parts of the town, furnish a supply of water sufficient to extinguish the most dangerous fire. The attention of all Canada has been drawn to the merits of this scheme, and there are very few towns amply supplied with water where it has not been adopted, and with the most perfect success.

THE GRAND TRUNK CAR, AND OTHER WORKS.

Brantford never did a better, and Toronto a worse, thing than when the former offered, and the latter refused, a bonus of \$32,500 to secure the permanent location of the Grand Trunk Car Works. The establishment of works of such a nature guarantees the expenditure of large sums of money which must greatly benefit the town. The pay-roll for the month just ended amounted to no less a sum than \$8,455, which, if it can be taken as a fair average, would show something like a yearly expenditure of \$100,000 for wages earned at these works. Mr. Kerr, who has held his present position as Superintendent for about two years, and who for a long time was connected with the G. W. R., kindly showed us over the various departments connected with these works. The main building, called the car shop, is 336 x 144 and some 250 men are employed at the works—Scotch and English. Indeed the Grand Trunk employees, with their three companies of volunteers—55 men in each company—commanded respectively by Captains Penfold, Hardman, and Kerr, with a band of 16 performers, the whole being equipped with breach-loading rifles, form a little community of themselves. The armories are neatly kept, and the men have the advantages of a library and reading room. At these works cars are manufactured as well as repaired, Brantford doing all the work needed along the line of the Grand Trunk Westward to Detroit from Belleville. We witnessed the manufacture of springs and draw-bars for cars and engines, bolts and screws; we also saw machinery in operation for wheel-boring, and lathe-turning; also hydraulic presses manufacturing car-wheels and iron drilling machines. We visited the Store Department where iron and all kinds of material needed for the works are kept on hand; the Pattern, Upholstery, Painting, Heading and Varnishing shops. We "went aboard" four of the Pullman cars, the Prescott, the London, Point Levi, and Port Hope, each of which cost \$1,800, and were surprised at the finish as well as the expensive upholstery used in the equipment of these cars. We understand, that, during the past two years, as many as 22 of these cars have been built at Montreal, Richard Eaton, Esq., being the mechanical superintendent, and McWood General Car Foreman. The "Pullman" is heated by hot water pipes; spiral springs can transform in the twinkling of an eye a magnificent day car into an abode which has the appearance and all the comforts of a bed room; the sliding and mere doubling of a couple of seats provide for a comfortable retirement; by an ingenious contrivance looking glasses in the day are turned into shining lamps at night; each car is thoroughly ventilated and equipped with so much completeness that our ancestors of not more than a generation past would be fairly startled could they be raised from their graves to witness the luxuriant travelling of the present day. The machinery in all the works is driven by a Waterous 30 H. P. engine, and it was curious to observe how, by means of turn-tables and tracks, access was obtained to every portion of the works. Circular and cross-cutting saws were in full operation, while shaping and moulding