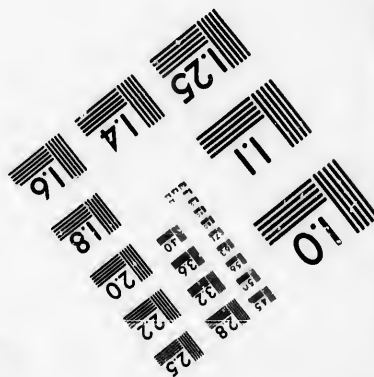
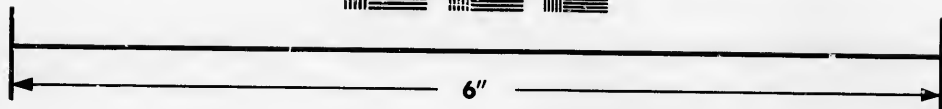
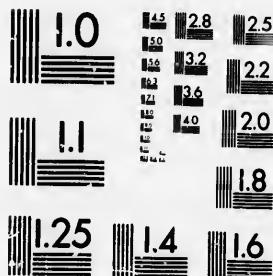


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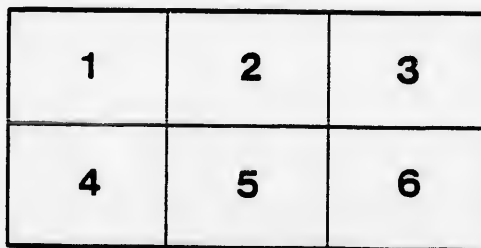
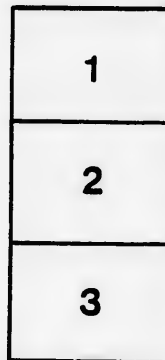
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3? Read.

QUESTIONS AND ANSWERS

RELATIVE TO THE

WOODSTOCK AND LAKE ERIE RAILWAY.

1. Q. By JOHN CH—R—L—N, Esq.—I believe the Canadas will be given up, and the Railways taken possession of by the Americans, and the debt will then be repudiated.

A. This is rebutted by their conduct in Mexico and Texas, as they have not destroyed, taken possession of, or injured private property in these countries. On the contrary, in Canada they have wholly constructed the Niagara Bridge, and taken most of the Shares of the Canadian Great Western Railway. They are most anxious to promote our inland western communication, for their own increase of commercial advantage, which they know good roads will greatly facilitate; and if the Canadas were given up to America to-morrow, they would be greatly improved, while under British rule they never will: proven from the energy of the one country, and the want of it in the other. On Lake Erie the Americans fully employ 80 Steam Boats, above 300 Ships, Briggs and Schooners. Their commerce and fisheries supply their own and many foreign countries; hundreds of Railways intersect their lands, to open out fresh sources of wealth, and give increased employment to the industrious, and not a beggar is to be seen. On the English side of this Lake, there is but one Steam Boat (the London), with only about a dozen Schooners; with plenty of minerals, but none worked: no Fisheries, but overrun with beggars: and not one Railway in the country—while the great main of the British Colony! Oh, for the shade of Pitt! to point to the Island of Grenada, to show how it was made wholly English in 1796, from French disaffection and rebellion, to become loyal, peaceable and happy.

2. Q. By Engineer J. B—D, Esq.—People here can hardly believe that you can construct your Railway at £1100. sterling a mile, or £1200. currency

A. It should be stated, that it is the report of an Engineer who has already constructed one of these cheap Railways, from Hamilton to the Stone Quarries (of five miles, now worn out, as the top iron was omitted from want of funds, or apathy), who states from experience, that the price to square the sleepers, ties and sills, should not exceed 10s. a hundred feet. This expense is only £160. a mile. But if a workman squares only fifty feet, he will gain five shillings a day; this is very good pay for a labourer. So that as the grading and trenching of the line is trifling, from the general flatness of its course, and the wood and wayleave being given, the estimated cost of £1100. sterling a mile will be amply sufficient for a single rail. But to convince any one how cheaply roads can be constructed in Western Canada, the plank road from Chatham to Hamilton, of about 130 miles, was contracted for by Engineer Peter Carrall, for £500. a mile, of 24 feet broad; to be laid with 3 inch planks on sleepers, and breadth of the plank road 12 feet, the planks to be pegged down with 8-inch iron nails; and he has made a fortune by it. This plank road is let to A. G. Whitehead, Esq. J.P., for 12 per cent., and he also is realizing a fortune by it. What ought this Railway to return, when it has twenty times this traffic upon it? And it can be taken at 15 per cent. when completed, at any time, by respectable parties, who will give ample security for it. If unbelief still prevails, the Committee will bet from ten thousand to one hundred thousand pounds with any one, that this road of 40 miles can be made for £44,000. by Canadian Engineers, provided the way-leave and wood are given, as stated to be offered to the Company.

3. Q. By M. W—RS, Esq.—You assert that each of these 147 Saw Mills can cut 6000 feet of plank a day, and that the Saw Millers will send it by the Railway to be sold. Where is the market, when not half of it is sold at present from the Lake Shore to America?

A. The interior Saw Mills, nine-tenths in number, from want of good roads, and distance to the Lake Erie, can only at present sell a very small quantity to their immediate neighbours, and this often for barter; but it would be widely different with a Railway to take it to the Lake in two hours, and thence to the American States, which pay ready money for it. In the Prospectus only one-fourth of this lumber is estimated; notwithstanding the profits are 30 per cent. which must greatly increase. The Committee believe it is better to give a low estimate till the market is fully ascertained, although J. Moore, Esq., a Timber merchant, conversant in these matters, declares the American market will take all the lumber which can be delivered, if the price be reduced; as, from its present dearness, they now use mostly Beech, Elm, White Ash and Plane Tree Plank. And as the Company can sell it at half its present price, the Millers will not only send the lumber, but it will then find a ready market. The Coast being without Ports, is a great detriment to the sale of the timber (as Schooners a mile from the shore can only receive it from Scows), to obviate which, the Company intend to construct two substantial Harbours, when not only the coast Millers, but the interior ones also, who do not now sell any plank to the Americans, will obtain a very great increase of sale, and the reduction of the price will unprecedentedly increase the demand.

4. Q. By M. W—RS, Esq.—Can Mr. Neaves's report be depended on?

A. Mr. Neaves is our High Constable, whose character is well known for the last 12 or 14 years to be most excellent. He was specially sent three times round the Mills, as the first and second times he omitted to obtain the fullest information. He had no cause to swerve from the truth, as it would be indifferent to him how many, or how few, were the Mills; besides, it is well known there are vast numbers of Saw and Flour Mills in the District. There are a great many at and beyond Ingersoll, which will no doubt send their timber by the Railway, but he neglected to visit these. At other places there are Steam Saw Mills, Smelting Mills, Tanneries, Fulling Mills, whose carriage of produce will greatly increase the Company's profits, but which are not given, as their produce was not exactly known.

5. Q. By Rev. HENRY L—T.—Could not other Railways be established in opposition to yours, near you, to compete in this lumber trade, and thus decrease your vend?

A. This could never happen, as the only Pine and Oak in this Western Country is immediately South of Woodstock (except to the North and near Owen's Sound), and therefore any side Railways, unless there was this Pine and Oak, Mill sites, and Mills to cut this pine, and Harbours to take it, so cut, abroad, which there are not any, could not be sustained; but to obviate all competition, a branch road is included in the Charter, which secures the whole field of Pine timber to the Company.

6. Q. By J. B—D, Esq.—Do you expect any travellers from the American states, to cross by your Railway from Buffalo and Cleveland?

A. There are great numbers of the most respectable classes leave the South American States to avoid the yellow fever; these mostly come up the Mississippi and Ohio Rivers and Ohio Canal, to Cleveland, and from thence proceed by land to Buffalo, and visit all the northern towns and watering places during the summer months; a number of emigrants come up also, desirous of settling in the far west, not less than 300 a day. Both these classes will naturally cross from Cleveland to Woodstock, by the Company's Steam Boats, the one to proceed Eastward to Toronto, Kingston, &c., the other to proceed to Detroit, cutting off half the journey in both cases, and thus avoid going all round the Lake by bad roads to Buffalo.

7. Q. By J. B—D, Esq.—Have you any fisheries?

A. The Company mean to establish them at Long Point, where thousands of Sturgeon and Salmon-Trout are to be caught, and by the Railway can be sent to Woodstock and all parts of the Province, packed in ice. The experiment has been tried, and above 100 Salmon-Trout and Sturgeon were caught at a haul, but from want of roads, ice houses, salt, &c., were unproductive and the trade given up, while the Americans opposite contrive to sell thousands of barrels of fish, and send them to all parts of the world. See also Mrs. Jameson's account of Detroit and Sandwich, to the reproach of the English, and loss of trade.

8. Q. By J. B. — Esq. — Will not the Lake be frozen in winter, and stop all your Markets?

A. The Lake is frozen within half a mile of its edge, and this will prevent the timber being sent in winter for four months; but in Autumn the Company will take care to supply their depôts on the American side with sufficient lumber for all demands, but the fisheries can be carried on in winter by breaking holes in the ice. As the winters in this Western Country are as mild as in England, and the summers much finer, the Railway can act the whole year round, and will supply the towns to be established from Woodstock to the Lake with sufficient traffic to employ the Locomotives, but of course with less activity at these times. The snow is seldom deeper than three inches, and will disappear altogether when the country is cleared, as the latitude is at 43° north, being 8° south of the Isle of Wight; and there are no high mountains in the whole of Western Canada to perpetuate the winter.

9. Q. By M. W. — Esq. — You state that the Woodstock Railway will afford permanent employment to 6 or 7000 poor. It will be important to be assured of this.

A. There are now 147 Saw Mills, and 30 more to be added with 27 Flour Mills, will make 204 Mills. Admit 6 Steam Mills, which will cut 12,000 feet of plank a day. The two Harbours when constructed, with the three Depôts on the Canadian, and seven on the American side, to receive the plank timber, with 2 Steam Boats, 20 large Schooners, 9 to 12 Locomotives, 160 Wagons, 3 Passenger Cars and 11 Stations, will give employment to the number of men stated. Proven as follows:—

It requires two men, with a couple of oxen each, to unite together, to cut down and dress a tree; it takes 5 logs to produce 1000 feet of plank, and each Mill can cut 6000 feet a day; this gives 30 logs, which 6 Fir Trees supply. These two men cut down a tree perhaps a mile from the Saw Mill (the intermediate wood, not belonging to the Miller, is strewed with vast numbers of logs in all directions, and impediments of brush, is most difficult to pass); the tree cut down is divided into 5 or 6 twenty-foot lengths, with a cross cut saw, as many of the trees are 200 feet long; they then have to clear a road through the wood, and they can barely draw two or three logs to the Mill in a day, for which the Miller pays them with the half of the cut plank. Each log has three sorts of plank in it,—good, better, best. The good sells for 4 dollars 1000 feet, or often less at the Mill; the better for six, the best for eight, making each 3000 feet of the three sorts, to cost £4. 10s.; the half of this due to the two men, when sold, amounts to £2. 5s.; but it takes full six days to draw these 15 logs to the Mill, and consequently each man only receives £1. 2s. 6d. a week wages, or about 3s. 6d. a day, so that a log cutter is often hard worked, but if the wood is nearer, he may earn a dollar a day. It follows then that the 177 Saw Mills will each employ 30 men, multiplied by 177 make 3,111 men. Then each Saw Mill will require two men to attend it, to cut these logs into plank; or 354 men. The 27 Flour Mills will require 3 men, or 81 men. The six Steam Mills will take 62 men to attend them, and bring the logs to the Mill; 248 men. The two Harbours 30 men each, to load the two Steam Boats, 20 Schooners and Craft; all these men the Millers will pay. With 150 Men for the Shipping, and the 11 Stations 22 men. These are 100+3,110+354+81+248+150+22= make 6,265 men. There are besides, many Engineers, Stokers to attend the Locomotives, Blacksmiths to repair them, Guards to attend them, numerous Overseers, Clerks, and Railway Servants to attend the Passenger Cars, will make the numbers not far short of 6,500 men. Besides the above work, the Oak trees when cut are first squared, and sent whole to the Port; the knees also for ship building, Black Walnut for Furniture, Gun Stocks, &c.; Shingle Bolts and Staves, which will employ full 200 men more to supply the English, American, and Canadian Markets, amounting altogether to about 7000 men, who would be kept fully employed, so long as the woods lasted, and then the whole country South of Woodstock producing Wheat (as the ground is in general of first-rate agricultural quality), this short Railroad will do an enormous good, not only to give permanent employment to so many poor, but will stir up the too-lethargic Districts to equally exert themselves to afford them employment, to clear the forest lands, and to people this noble Country with English Emigrants, which otherwise, from neglect, will remain barren wastes for ever while under the thoughtless Canadian or English rule; but changing hands, under American energy would shame the Mother Country, and at once become the finest State in the world.

10. Q. You say you mean to establish several towns on the Railway between Woodstock and the Lake, and to build them will necessarily require many million feet of timber, the carriage of which will swell the Company's profits.

A. Yes.—The Committee propose to erect a town at every seven miles distance; allowing these to be eight intermediate, and two Harbour towns, and one at Woodstock, will give eleven towns; which in ten or fifteen years (as has been proven in Michigan and Woodstock), will increase the profits of the Company at little cost (according to the following plan). The Engineer, at every seven miles distance on the Railway, will demand from the residing Farmer if he be inclined to join the Company in forming a town on his property; under the condition of dividing the profits together when it is formed. If he answers yes, and signs a deed to this effect, the land of 640 acres is then surveyed into streets and town building lots, six lots to the acre, each 66 feet front with 100 feet rear. The Company guarantees to build a commodious Church, School-House, and Tavern; and to make it a station. These will be built with the first money to spare, and the owner of the land cultivates the property as before, except the lots that are sold, for which he obtains half the price of interest. The first lots are then sold, or rather let (for no money is paid down), for £2. each lot, on condition that the purchaser builds a good two-story frame house, with four rooms of 18 feet long, 10 feet high, and 16 feet broad, costing from £100. to £200. Then the second lots are sold at £7. a lot, under a similar tenure; the third lots, for £14. a lot, with a like agreement; the fourth lots at £20. a lot; the fifth lots at £30. a lot; and the sixth lots at £35. a lot; the totals of which are as follow (it being understood that the streets occupy about 100 acres, as they will all be 100 feet wide, and 40 acres will be reserved for a public garden; there will be 500 acres left, giving 3,000 lots);—first lots at £2. = £1,000.; + second lots, at £7. = £3,500.; + third lots, at £14. = £7,000.; + fourth lots, at £20. = £10,000.; + fifth lots, at £30. = £15,000.; + and the sixth lots, at £35. = £17,500. = £54,000. Deduct £6,000. for the Church of each town, having 800 seats; ditto £1,500. for Vicarage House and two acres of garden; do. £1,000. for free School House and Play Ground; do. £1,000. for Station and Tavern, and £500. for the Market Place; making in all £10,000.; leaves £44,000. for both parties of £22,000., for which the owner of the estate receives 6 per cent. interest, and the Company also this amount from the town lot owners, of £1,320. rent a year each to the Company, and the like to the owner. Seven hundred pounds a year the Incumbent of the Church would receive, with two acres for his house and garden; the School-Master receiving £500. a year, with £30. allowed him by the Government, will make the salary £530. The overplus of £120. will be held in reserve for whatever other improvements the inhabitants of each town may desire, to satisfy the people, who are engaged at the long neglect of the Government to improve their roads and condition, seeing how the Americans prosper by their attention to both, and which amply repay their cost, while they sell all their waste lands, and colonize the country to their enrichment. Thus the planting of the Protestant Religion, with the erection and endowment of eleven free Churches, together with eleven Schools, would be insured to this inland district in the successful establishment of the Company, for the great benefit of Western Canada.

11. Q. By J. Eno—n, Esq.—Would not the capitalists of Boston and New York be likely to promote your Railway beyond any other people, as they must know the present high price of the timber sent to them, and be desirous to reduce it?

A. Undoubtedly. If the shares are not all soon taken in England, they will gladly be taken by the Bostonians, if offered to them; but then the Western Canadas will be in their hands—and considering that nearly all the Great Western Canadian Railway Shares and Niagara Bridge, are held by them also—these two thoroughfares will place all the commerce of this western country in the American hands. Let England look to it. Then the real worth of Western Canada will be developed, to the sole advantage of her rival, and then only will John Bull discover his mistake, in the studied neglect of this her Noblest Province—and as Sam Slick (the Clock Maker), justly says, "If she only knew but its worth, she would be clever, but she don't." Query, Why hold a Province in barbarism and misery? Better give it up, to those who would appreciate its worth—or sell it—rather than hold it in discontent and degradation. In proof of this, look at the state of Michigan, so lately given up by the English to America, which was then a complete wilderness (like what Canada now remains), with 100 million of wastes; these are all sold and cultivated. Five Railways already traverse it, and an intersecting Canal, which amply repay their cost: 15 large towns, with as many villages, are on *one Railway alone*, from Detroit to St. Joseph. Their Lakes swarm with Ships and Merchandise, and they are prosperous, contented and happy. How lucky, for them, it was so given up to America, and thus saved it from the humiliating condition in which Canada now remains! who have also a hundred million of acres, but unsold and uncultivated, and which would pay treble the price of 4000 miles of cheap Railway, the labour on which could establish ten generations of the starving poor at home, on ten acres each, and yearly repay the debt of taking them out, and colonizing them, as well as clearing the land, &c., which can be satisfactorily proven. Read this, ye Parish Vestries, and thus provide for your increasing poor, if only to reduce your poor's rates, strengthen the hands of the Government, and uproot discontent in England, and rebellion in Canada, ere it be too late!

The number of Saw Mills, their Townships, and No. of their Lots, which propose to send Plank by the Woodstock Railway to Lake Erie and America.

TOWNSHIP OF BAYHAM.

	Lot.	Concession.	
Joseph Gover.....	22	2	Saw Mill.
Richard M'Curdy	22	3	Do.
John Earnley	14	3	Two Saw Mills.
Henry Edision	18	3	Saw Mill.
William Francisco	23	4	Do.
J. W. B. Wrong	14	3	Do.
Ditto	do.	do.	Flour and Saw Mills.
Charles Tabor	14	3	Saw Mill.
Thomas Jenkins	5	3	Three Saw Mills.
David Collins	45	5	Saw Mill.
Richard Bagley	27	5	Do.
Malon Whinings	12	5	Do.
Gilman Davis	1	5	Do.
Jacob Birdsell.....	110	6	Do.
John Cowen	114	6	Do.
Joseph Jones	114	6	Do.
Jeremiah Moore & Sons	110	7	Flour Mill.
Do.	do.	do.	Two Saw Mills.
Do.	do.	do.	Cloth Factory.
Ambrose Wilson.....	115	7	Flour Mill.
Do.	do.	do.	Saw Mill.
Job Leach	122	7	Do.
Martin Hubbard	122	7	Two Saw Mills.
Benjamin Deighton	25	South Gore	Saw Mill.
Laurence Stansill	27	South Gore	Do.
Alexander Moore	3	8	Do.
William Goodrich	111	8	Do.
Joseph Crandle	28	8	Do.
Neheemiah Leach	28	8	Do.
John James	5	9	Do.
John Burgar	111	6	Do.

Also 14 Merchant Shops, and one Foundry.
Bayham—35 Saw, 3 Flour, and 1 Cloth Mills, and 1 Foundry.

TOWNSHIP OF ZORRA.

Andrew Kennedy	18	12	Saw Mill.
Jacob Harkison	1	10	Do.

WEST ZORRA.

Benson Pelton.....	20	2	Saw Mill.
Daniel Emorest	30	2	Do.
Joseph Laycock	12	5	Flour Do.
Jacob Carn, jun.	1	11	Do.

Zorra—5 Saw, and 1 Flour Mills.

TOWNSHIP OF OAKLAND.

Eliham Malcolm.....	2	2	Saw Mill.
William Abbott	10	1	Do.
John Vivins	6	1	Two-run Flour Mill.

Oakland—2 Saw, and 1 Flour Mills.

TOWNSHIP OF EAST OXFORD.

Henry Thornton and Co.	21	1	Two-run Flour & Saw Mill.
Calvin Martin	20	4	Saw Mill.
Jonathan Fride	21	6	Do.
John Sutherland.....	20	1	Do.
Henry Finkle	22	1	Saw Flour & Fulling Do.

East Oxford—5 Saw, 2 Flour, and 1 Fulling Mills.

TOWNSHIP OF DEERFORD. *East Oxford*

	Lot.	Concession.	
Henry Vanslart, Esq.....	6	1	Steam Mill. — East Oxford
John Brown (Woodstock)			Foundry.

TOWNSHIP OF NORTH OXFORD.

Chancy D. Martin	20	2	Saw Mill.
Edward Merrigold	9	4	Do.

North Oxford—2 Saw Mills.

TOWNSHIP OF WEST OXFORD.

John Cook	22	1	Saw and Flour Mill.
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Four Saw Mills. Names omitted, by neglect of Mr. Neaves.
West Oxford—5 Saw, and 1 Flour Mills.

TOWNSHIP OF WINDOW.

Joseph Vivens.....	14	5	Flour Mill.
Do. Do.	14	5	Saw Mill.
Zenophon Earl and Co.....	15	5	Do.
Warren Missaker	29	8	Do.
John Barber and Co.	24	10	Do.

Window—4 Saw, and 1 Flour Mills.

TOWNSHIP OF MIDDLETON.

Jacob Laverreane	188	1	Flour Mill.
Do. Do.	do.	do.	Saw Do.
Henry Laverreane	184	1	Do.
James Brown, South of T. road ..	182	1	Do.
John Brown, Do.	182	2	Do.
Henry Southwick, North	181	3	Do.
Jacob Jackson	41	2	Do.
Oliver Maybee.....	do.	do.	Do.
John Maybee.....	do.	do.	Do.

Middleton—9 Saw, and 1 Flour Mills.

TOWNSHIP OF CHARLOTTEVILLE.

Philip Wilson	3	12	Flour Mill.
Do. Do.	do.	do.	Saw Mill
William M'Castro	2	11	Do.
Elijah Egdeson.....	3	10	Do.
Abner Owen	12	6	Do.
David M'Call	19	7	Do.

A new Flour Mill with two run of Stones, and a new Flour Mill with three run of Stones, not on the Assessment Roll.
Charlotteville—5 Saw, and 3 Flour Mills.

TOWNSHIP OF NORWICH.

James Dennis & J. C. Enugh	16	2	Saw Mill.
John Steele	8	5	Do. and Cloth Factory.
David M'Dowell.....	2	5	Saw and Flour.
Albert Lossing	1	7	Flour Mill.
John Lossing	1	7	Saw Mill.
Richard Lossing.....	1	7	Clothing Factory.
From Carlous	7	8	Saw Mill.
Peter Conliff	7	8	Flour Mill.
Amos Carles	7	8	Clothing Factory.
John A. Tiley, Esq.	8	8	Saw Mill.
Edward Bullock	11	8	Saw Mill & Cloth Factory.
Do. Do.	11	9	Flour Mill.

	Lot.	Concession.	
H. Cornell and R. Laing	19	10	Saw Mill.
Gilbert Stover, Esq. and Son	21	11	Do.
Smith Hill	11	8	Do.
Thomas Seamons	11	8	Do.
James Sidmore	16	9	Do.
Amos Scott and Sons	18	8	Do.
Richard Gillard	21	7	Do.

Mills In Progress of Erection.

Wm. Carol & H. Vanvalkenburge	4	3	Saw Mill.
M. Stover, Junr.	1	6	Do.
W. P. Barker	4	7	Do.

Norwich—17 Saw, 4 Flour, and 4 Cloth Mills, with 8 Stores in the Town.

TOWNSHIP OF BLENHAM.

O. Benbolborne	3	12	Saw Mill.
O. R. Stark	6	12	Do.
John Rosenberger	22	12	Do.
Joseph Defields	2	4	Do.
D. C. Hatchell	14	1	Do.
Elias Martin	15	1	Do.
John Armstrong	4	3	Flour Mill.
John Bastedy	11	2	Saw Mill.
H. C. Hall	17	2	Do.
G. W. Carson	1	3	L.O.
Wm. Rathbourne	7	6	Do.
R. ...	22	6	Do.
Mills and Towers	23	10	Do.

Note—Two new Flour Mills to be added, not returned in the Assessment Roll, also Three Saw Mills.
Blenham—17 Saw, and 3 Flour Mills.

TOWNSHIP OF DEREHAM.

C. Bodwell	11	1	Saw Mill.
William Dean	10	10	Do.
Abraham Matthews	7	11	Do.
Daniel Moore	10	11	Do.
Benjamin Vanorman	4	12	Flour Mill.
Patrick Donahue	4	12	Saw Mill.
Forbes and Co.	6	9	Do.
Franklin Hawlins	11	7	Do.
John Smith and Co.	6	11	Do.

Dereham—9 Saw, 2 Flour, and 1 Cloth Mills.

Making 147 Saw, 6 Steam, 27 Flour, 7 Cloth, 1 Pulling Mills, and 2 Foundries, in, and South of, the Brock District, viz. 226 Mills.

J. Bradley, Printer, 78, Great Titchfield-street, St. Marylebone, London.]

TOWNSHIP OF WALSINGHAM.

	Lot.	Concession.	
Robert Hillier	33	14	Saw Mill.
Justis Smith	23	11	Do.
George Malcolm and Co.	23	11	Do.
David Fletcher and Co.	22	9	Do.
Oliver C. Chamberlain and Co.	20	10	Do.
John Matthews	11	6	Do.
Benjamin Vanorman	12	9	Do.
George W. Towers	10	5	Do.
Albert Goodenough	7	5	Steam Saw Mill.
Thomas C. Swarts	7	5	Saw Mill.
Amos Wheeler	8	4	Steam Saw Mill.
Thomas Backhouse	17	2	Flour and Saw Mill.
Abraham Cantryman	14	A.B.F.	Flour, Saw, and Cloth Mill.
William John Geary	10	A.B.F.	Steam Saw Mill.
Abraham Cantryman	13	4	Saw Mill.
George B. Proculier	7	5	Do.
John Hill	12	6	Do.
Quartus Smith	22	9	Do.
John Mires	21	4	Do.

Walsingham—16 Saw, 2 Flour, 1 Cloth, and 3 Steam Mills.

TOWNSHIP OF HOUGHTON.

William M'Call	3	6	Saw Mill.
William Francisco	N.R.	9	Do.
James F. Kennedy	do.	3	Do.
Peter Backet and Co.	do.	12	Do.
Horatio N. Mlaver	N.R.E.	1	Do.
Frederick Smith and Co.	do.	do.	One large new Steam Saw Mill.
Bates and Co.	5	6	Saw Mill.
A Steam Mill	13	4	Not on the Assessment.

Houghton—8 Saw, 2 Flour, and 2 Steam Mills.

TOWNSHIP OF BURFORD.

Enos Monett	3	1	Saw Mill
Peter Mrtrin	1	1	Do
Mara M'Bride	13	2	Saw Mill.
John Tower	13	3	Two Do.
Ransford Round	11	5	Flour and Saw Mill.
Alexander M'Donald	4	5	Saw Mill.
Charles Purley	1	6	Do.
Jacob B. Hardy, East N.	21	10	Do.
James Fardins and Co.	10	14	Do.

Burford—10 Saw, and 1 Flour Mills.

*Refered to Comr
miller
Special.*

Dec 2 1880

N. J. Chamberlain

G. C. B.

