

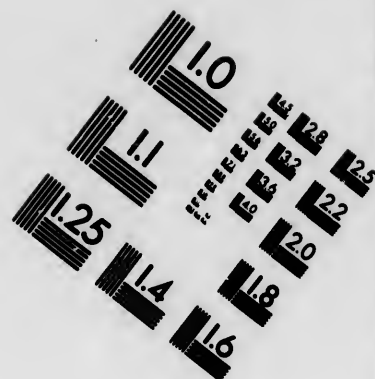
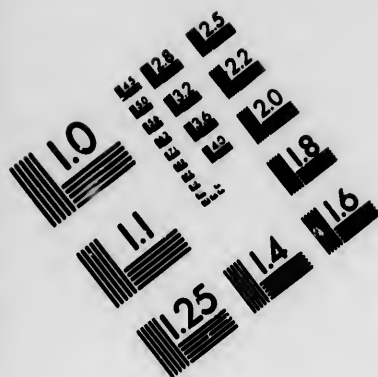
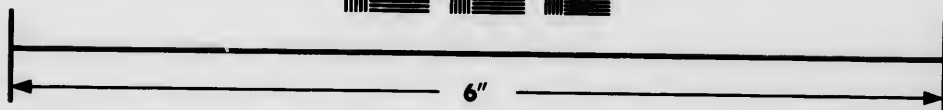
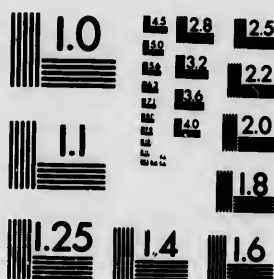


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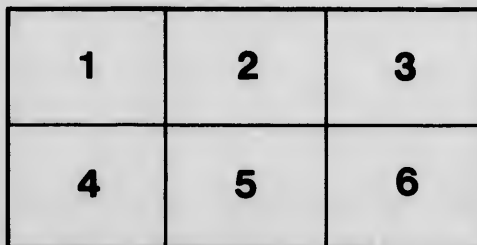
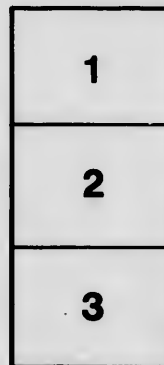
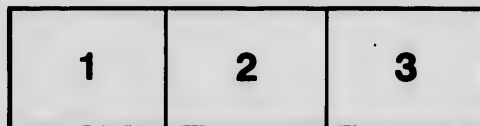
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Maps of

ILLUSTRATED ATLAS
OF THE
DOMINION OF CANADA

CONTAINING AUTHENTIC AND COMPLETE

MAPS OF ALL THE PROVINCES

THE NORTH-WEST TERRITORIES AND THE ISLAND OF NEWFOUNDLAND.

FROM THE LATEST OFFICIAL SURVEYS AND PLANS, BY PERMISSION OF THE
GENERAL AND PROVINCIAL GOVERNMENTS.

TOGETHER WITH A GENERAL DESCRIPTIVE HISTORY, &c.

ALSO,

*Maps of Europe, Asia, Africa, North and South America, United States,
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1880.

- General History of the Dominion
- Geological Sketch
- Chronological Landmarks in the History of
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- Information respecting the R. F. R.
- Privy Council of Canada
- Senate
- House of Commons
- Legislature of Ontario and Quebec
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- Legislature of Nova Scotia
- Legislature of Newfoundland
- Executive Council of the N. W.
- General Postal Information
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- P. Offices, M. O. Offices, Savings
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- Canadian Tariff of Customs
- Legal and Judiciary Information
- Collection Laws of Ontario
- Collection Laws of Quebec, N. B.
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Artemesia Township	100,000 000,000
Hentrick	100,000 000,000
Tollingwood	100,000 000,000
Derby	100,000 000,000
Egremont	100,000 000,000
Kauphaasia	100,000 000,000
Glonelg	100,000 000,000
Holland	100,000 000,000
Keppel	100,000 000,000
Melanethon	100,000 000,000
Normanby	100,000 000,000
Ongrey	100,000 000,000
Proton	100,000 000,000
St. Vincent	100,000 000,000
Sarawak	100,000 000,000
Sydenham	100,000 000,000
Sullivan	100,000 000,000

Antigonish	
Cape Breton	
Colchester	
Cumberland	
Digby	
Guysborough	
Halifax	
Hants	
Inverness	
King's	
Lunenburg	
Pictou	
Queen's	
Richmond	
Shelburne	
Victoria	
Yarmouth	

King's
Prince
Queen's

Albert	100
Carleton	100
Charlottetown	100
Gloucester	100
Kent	100
King's	100
Madawaska	100
Northumberland	100
Queen's	100
Restigouche	100
St. John	100
Sunbury	100
Victoria	100
Westmoreland	100
York	100

Argentueil
Arthabaska
Bagot
Beauce
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Berthier
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THE GEOGRAPHICAL
minion of Canada
of this atlas,—the
the United States
details furnished by
Provincial Govern-
value and extent of
fore been possible
prehensive survey

From the south
from the United States
wards the Arctic
ocean, and measuring
outer limit of the
the Atlantic, to the
the Pacific, the na-
sessions of Great
the continent with
own residents, and
of our brethren in
The line of demar-
United States and
Canada starts on the
Croix, in the Prov-
where a land-mar-
following the water-
the valley of the
stream, the middle
the mouth of the
ned by a broken line
reaches the 45th pa-
to St. Regis on the
boundary-line betw-
course of the St.
gata River, Lake
River Ste. Claire,
the head of Lake
water-courses to the
to the Pacific Oc-
traced, the whole
dian soil, with the
formerly Russian

At the eastern ter-
rounded by the wa-
Breton and Prince
Dominion, together
which, although it
no doubt soon fol-
come under the be-
terpart, at the we-
Pacific, Vancouver
Dominion Provin-

It is true, a con-
tent of country is
lation; but the pop-
and industrial pro-
cient to afford to
ample room and
come

All the British
ception of the Pro-
tegral parts of the
of Canada.

The superficial
States, and is ne-
comprises the fol-
tario, 121,260 sq
18,670; New Brun-
2131; British Co-
Hudson Bay and
sive of Labrador

DOMINION OF CANADA.

THE GEOGRAPHICAL POSITION AND EXTENT of the Dominion of Canada are more exactly shown in the maps of this atlas,—the *projections* for which were laid down by the United States Coast Survey at Washington, and the details furnished by the *latest surveys* of the Dominion and Provincial Governments,—and a clearer idea given of the value and extent of its vast territory than it has heretofore been possible to obtain through *private and less comprehensive surveys*.

From the southern frontier-line which separates them from the United States, to their ice-bound extension towards the Arctic Pole, then stretching from ocean to ocean, and measuring an air-line of 3000 miles from the outer limit of the Island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific, the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, is hardly realized by its own residents, and still less by even the most interested of our brethren in the mother country.

The line of demarcation between the territory of the United States and the territory of the Dominion of Canada starts on the east from the mouth of the River Ste. Croix, in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the valley of the St. John, till it reaches that noble stream, the middle course of which it then follows to the mouth of the St. François River; thence it is continued by a broken line till, in the Province of Quebec, it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary-line between the two countries is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier-line follows the water-courses to Lac-des-Bois, and then the 49th parallel to the Pacific Ocean. North of the frontier-line thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton and Prince Edward Island, which are in the Dominion, together with the Province of Newfoundland, which, although at present a distinct government, will no doubt soon follow the example of its neighbours and come under the banner of confederation; and as a counterpart, at the west lie, surrounded by the waters of the Pacific, Vancouver and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population; but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room and abundant inducement for generations to come.

All the British North American countries, with the exception of the Province of Newfoundland, are now integral parts of the confederation called the Dominion of Canada.

The superficial area is greater than that of the United States, and is nearly equal to the whole of Europe. It comprises the following Provinces and Territories: Ontario, 124,260 sq. m.; Quebec, 210,020; Nova Scotia, 18,670; New Brunswick, 27,037; Prince Edward Island, 2131; British Columbia, 233,000; Manitoba, 16,000; Hudson Bay and North-west Territories, 2,266,725, exclusive of Labrador and the islands in the Arctic Ocean.

These being added, the total area is nearly 3,500,000 square miles. Of this amount more than half is the property of the General Government, acquired by purchase from the Hudson Bay Company.

The prairie and timbered lands adapted for agriculture, and suitable for the growth of wheat and other grains, cover 586,225 square miles; and a further belt of land, comprising 928,000 square miles, is sufficiently timbered, and is applicable for the growth of grasses and hardy grains. In short, there are about 375,184,000 acres of agricultural land fit for cultivation, outside the limits of the organized Provinces, the greater part of which is well adapted to the growth of wheat.

The northern extremity of the chief wheat zone, commencing in the east at the parallel of 50°, on the N. side of the St. Lawrence, near its mouth, is deflected a little to the south, when it reaches as far W. as James's Bay; it then takes a general N. W. course till it strikes the parallel of 60° at its intersection with the meridian of 101°; from which point to the Pacific it has the form of a bow slightly bent northward, both ends of which rest on the parallel of 60°. The northern limit of grains and grasses, crossing James's Bay in lat. 52°, takes a N. W. course till it attains to nearly 70° at the meridian of 132°. The wheat zone covers 1,300,000 sq. miles, that of the grasses and coarser grains 2,300,000 sq. miles, and of maize, 500,000 sq. miles.

Besides its agricultural lands, Canada possesses the wealth of immense forests, of the best fishing grounds of the world, and mineral deposits where gold, silver, copper, iron, and other metals abound, together with coal, in bountiful profusion.

Canada produces far more wheat, barley, peas, and oats to the acre than any part of the United States (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years). The most northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

Orchards everywhere thrive, and the Canadian apple is the standard of excellence; vast quantities are exported to England and sold as American, their nationality being lost. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England, and all thrive to a remarkable degree; and perhaps the best stock on the American continent is bred and raised in the eastern townships of the Province of Quebec.

CLIMATE.

Canada has not the same varieties of climate that some countries of much smaller extent enjoy; but the distribution of large bodies of fresh water saves it from the evils of aridity and sterility, and it is among the most invigorating and healthful belonging to the regions where grains and grasses grow, particularly favourable for the emigrant from Great Britain, or the north and north-west of Europe, and pre-eminently adapted to the production and continuance of a vigorous and healthy race of people.

It may be remarked that the climate of Canada has been more misunderstood than any other fact pertaining to the country. Very exaggerated impressions prevail respecting the rigour of Canadian winters. It is true that these are very decided in their character; and the snow, in many parts, covers the ground to a depth of two or three feet; but there are advantages in this. The snow is dry and packs under foot, making the best roads, and forming a warm covering for the earth; producing, moreover, an effect upon the soil which greatly facilitates the

operations of the farmer in the spring. The dry winter atmosphere is bracing and pleasant.

The sensation of cold is far more unpleasant during the damp days, such as mark, for instance, the winters of the United Kingdom, than when the winter regularly sets in. The summers, like the winters, are also of a decided character, being in the even warm and bright; and fruits and vegetables which cannot be ripened in the open air in England will ripen here to perfection. It is believed that, taken as a whole, the climate of Canada is more favourable for both the agriculturist and the horticulturist than that of England, with the single exception of length of season in which labour can be done in the field. On this point, however, it may be remarked, as has been stated by Professor Johnston in his work on New Brunswick, that the number of days in which labour cannot be performed in the field, owing to rain, is much less in this country than in England.

INLAND WATERS.

The St. Lawrence and the connecting lakes above are estimated to contain 12,000 cubic miles of water. Besides these, there are thousands of lakes in Canada further north, some very large, and others of which the size is only very imperfectly known.

The River St. Lawrence, which brings down the waters of six lakes (for to the five on the frontier Nipigon in the north must be added), is the greatest natural entrance and outlet of the country. This river is navigable for sea-going vessels as far as Montreal, a distance of nearly 600 miles. Above Montreal several extensive rapids occur. They can be descended by the largest steamers which navigate Lake Ontario; but as no force of steam is sufficient for their ascent, it has been necessary to construct canals, near the sides of the river, to overcome them. These canals, with that intended to overcome the falls of Niagara—the Welland—have been constructed at a cost to the Province of \$15,000,000, the whole of them having been directly built as government works. By the aid of these canals, and that constructed at the Sault Ste. Marie, between Lakes Huron and Superior, vessels may descend from the head of the latter lake into the ocean; and as a matter of fact, several vessels have gone from Chicago, on Lake Michigan, to Liverpool. The Saskatchewan, which takes its rise in the Rocky Mountains and empties into Hudson Bay, through Lake Winnipeg and the Nelson River, is about 1800 m. long; but from the interruptions to navigation near its mouth, and the high latitude in which it lies, it is only the upper section, or Saskatchewan proper, that is valuable for navigation. The Mackenzie, which has a course over 10° of latitude, connects with the Arctic Ocean. The St. John in New Brunswick, the Fraser in British Columbia, the Ottawa and the Saguenay, are great highways and feeders to the commerce of the country; and the numberless tributaries to the larger streams, and the innumerable lakes, testify to the abundant manner in which the lands of the Dominion of Canada are watered.

POPULATION.

In 1861, the population of the Provinces now forming the Dominion was 3,207,636; and by the census of 1871 it was 3,672,325, exclusive of Indians in the North-west and Hudson Bay territories, distributed as follows: Ontario, 1,620,851; Quebec, 1,191,576; New Brunswick, 285,777; Nova Scotia, 387,800; British Columbia, 50,000; Manitoba, 13,600; and Prince Edward Island, 94,021, and North-west Territory, not included in organized Provinces, 28,700. At the same ratio of increase, which, however, has been exceeded by reason of increased immigration, the present population of the Dominion now would be 4,000,000. In Manitoba the increase by immi-

gration has been over 100 per cent, and there is no doubt that the Dominion now contains over 1,000,000 of people. The percentage of increase in the principal cities of the Maritime Provinces, between 1861 and 1871, has been—

	Pop.
Charlottetown, P. E. I.	11,100
Fredericton, N. B.	11,100
Halifax, N. S.	18,500
Hamilton, Ont.	30,000
St. John, N. B.	10,000
* Kingston, Ont. (deceased)	0
London, Ont.	26,000
Montreal, Que.	125,000
Ottawa, Ont.	16,000
* Quebec, Que. (deceased)	0
Toronto, Ont.	26,000
Three Rivers, Que.	21,000

The nationalities comprised were 1,820,411 French, 846,414 Irish, 706,369 English, 549,010 Scotch, 202,901 German, 29,622 Dutch, 23,035 Indian, 21,496 African, 7,705 Welsh, and the rest of various origin.

There were in 1871, in the four Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, 1,412,329 Roman Catholics, 424,049 Episcopalians, 490,093 Methodists, 117,145 Canada Presbyterians, 1,7280 Unit. Ch. of S. and Presbyterians, 228,711 Baptists, and numerous other denominations in smaller numbers.

About 500 newspapers and periodicals are published in Canada, one-tenth being daily, one-half that number tri-weekly; one half of the latter number semi-weekly; 350 weekly, 10 monthly, a few quarterly and annually.

THE CONSTITUTION.

The Constitution of the government of the Dominion is embodied in an Imperial Act, known as "The British North America Act, 1867," which provided the law as it is on March 31, 1871. The passage of this Act took place at the close of the first of the Provinces' interests.

The immediate reason for a change was that the policy of the Upper and Lower Canada had become unworkable. Good faith common was upon inequality of dealing with all interested, representative population, in the increasing dependence of the Upper Canada, owing to its smallness, upon the assistance of the Lower Province, and the fact that the Lower Province sought a remedy in a change of relations of the Provinces to one another and to the Dominion, but not united to them. The initiative was taken in 1864, by the parliament of Canada, a select committee of the legislative assembly being appointed to enquire into the political condition of the Provinces.

The committee found that the existing constitution was defective in many respects, and that the existing constitution was defective in many respects, and that the existing constitution was defective in many respects.

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* The apparent decrease in Kingston and Quebec arises from the fact that the population of these cities was included in the census of 1861, and not in the census of 1871.

parliament. That parliament would probably have used violence to the wishes of any Province, it was induced to believe that the question of confederation had not been an issue at the previous general election in Nova Scotia. To the United Provinces the name of the Dominion of Canada was given. At the time the confederation included four Provinces—Ontario, Quebec, Nova Scotia, and New Brunswick. British Columbia and Prince Edward Island have since been brought in, and the whole of the British Empire has been chased and annexed. The executive authority is vested in the Queen of England, and the Governor-General, the only officer in the Dominion who receives his appointment from the British Government, after the government in her name. With the sole exception of the pardoning power, the authority of the Governor-General is exercised under the advice of a privy council, appointed and removable by himself, with the approval of the House of Commons. The privy council is composed of the Governor-General and of all the members of the House of Commons, and the whole of the House of Commons is vested in the Queen of England, and the Governor-General, the only officer in the Dominion who receives his appointment from the British Government, after the government in her name. With the sole exception of the pardoning power, the authority of the Governor-General is exercised under the advice of a privy council, appointed and removable by himself, with the approval of the House of Commons.

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to the amount of \$62,500,000; and the residue of the debt of Canada above that amount, not less than \$10,500,000, was assumed by the Provinces of Ontario and Quebec, in proportions to be determined by arbitration. Nova Scotia became liable for whatever amount its debt was in excess of \$4,000,000, and New Brunswick for whatever sum its debt might exceed \$7,000,000. The Dominion government undertook the purchase and completion of the P. E. I. Railway, and in British Columbia the construction of the Pacific Railway to connect it with the Eastern Provinces. The Dominion obtained the customs and excise revenues, and agreed to pay each Province an annual subsidy of 8c. cents per head of the population, besides a fixed yearly sum for the support of its government, Ontario, \$80,000; Quebec, \$70,000; Nova Scotia, \$60,000; New Brunswick, \$50,000. Prince Edward Island, British Columbia and Manitoba have since had similar grants upon admission to the confederation.

This subsidy, and the lands, minerals and forests constitute the actual sources of the provincial revenues; but to them they can, if necessary, add the resort to direct taxation. To Nova Scotia an additional amount has since been granted.

New Brunswick was entitled to receive, in addition to the above amount, \$63,000 a year for ten years. To the existing Dominion debt is to be added the further cost for the intercolonial Railway connecting Halifax and Quebec, sections of which were built many years ago, and the remainder of which is since completed; and the Pacific Railway, the construction of which was one of the conditions of the accession of British Columbia to the union.

In the division of assets, the Dominion took the canals, harbors, lighthouses, public vessels, river and lake improvements, debts due by railway companies (few of them of any value), military roads, custom houses and public buildings, except those required for the provincial government, armories, drill-sheds, munitions of war, and lands set apart for general public uses.

MILITIA.

The militia of the Dominion is in a state of efficiency very creditable to its organizers.

The number of active volunteer militia enrolled in the Dominion is about 44,000.

Of this number upwards of 20,000 performed the annual drill, the greater part for 12 days' continuous drill. The reserve militia now numbers about 700,000 men between the ages of 18 and 60. Scientific instruction in artillery exercise is provided for, and the batteries are being armed as fast as circumstances will permit, with the same description of field-guns as those lately issued to the horse artillery of the regular army. The cavalry are armed with Snider carbines in addition to their swords. The infantry are all armed with Snider breech-loading rifles, and use the same ammunition as the regular army. The active force is organized by corps, companies, battalions, and batteries into brigades of the three arms, and these rest upon a reserve organization of the whole manhood of the Dominion, as above stated. The Major-General reports that in some of the rural battalions of the active militia were whole companies equal in height and physical appearance to the English Guards, and that no finer material for soldiers could be found anywhere than amongst the backwoodsman of Canada.

The command of the Canadian militia must, according to the statute, be filled by a person having attained a field officer's rank in the imperial forces, and was, in 1880, conferred on Major-General Laard, in succession to Major-General Sir E. Selby Smyth, who had recently resigned and returned to Great Britain.

IMPORTS, EXPORTS AND REVENUE.

Since the visitation of the "panic" in 1875, the amount of both imports and exports has been constantly diminishing, with some slight fluctuations, as will be seen from the

figures we give below, which show a comparison of imports for five years since that time. It will be noticed that the imports declined during the year of the "panic" to the extent of \$29,850,000.

Year.	Exports.	Imports.	Duties.
1875.....	.....	\$123,070,843	.....
1876.....	\$89,906,435	98,910,316	\$12,83
1877.....	75,875,303	99,327,902	12,84
1878.....	70,321,637	93,981,737	12,78
1879.....	71,401,555	81,964,437	12,95

In the last mentioned year \$80,341,608 imports were entered for "home consumption" amount \$55,267,393 only were dutiable goods, \$24,911,596 on the "free list, notwithstanding the extension of the customs system under the "National Policy," which, as will be seen from the above figures, has resulted in the steady decline of the customs revenue each year, in an inverse ratio to the steadily decreasing list of imports.

The great importance of our American trade is imagined when we quote from the report of the Chief of Customs, that of the total imports for the last mentioned year, \$43,626,027 came from the United States, the next country on the list being Great Britain with \$30,943,703, while France, which was third, was \$1,532,191.

The comparative quantities of imported goods, by Provinces, for the last above-mentioned year is shown by the following statement:

Province.	Imports.	Duties.
Ontario.....	\$34,105,826	\$2,83
Quebec.....	20,921,842	2,84
Nova Scotia.....	7,062,614	1,84
New Brunswick.....	5,296,484	1,84
Prince Edward Island.....	825,669	1,84
Manitoba.....	1,140,871	1,84
N. W. Territories.....	157,462	1,84
British Columbia.....	2,140,739	1,84

The difference in exports in favor of Quebec and Ontario, and the smallness of the difference between the two, as against Quebec, are both more than real, as Montreal, being the great dépôt for both branches of commerce, a vast quantity of Ontario's imports and exports alike are officiated to that city, and come under the official returns of the Province of Quebec.

The above returns of customs duties collected in each case a trifle more than one-half the revenue of the Dominion, the balance being derived from various sources, including the public office, government railways, canal tolls, lease of land, &c., &c., besides excise receipts, which form an important item next to customs.

Considering the stagnation of the lumber trade in 1874, the returns go to show that other sources of revenue continue in an active and healthy condition, and that the substantial progression of trade in the country yearly continued up to that year.

The great increase of Canadian trade will be strikingly evident if we take two decennial periods, and compare the results.

From \$29,703,497 in 1850, the total trade then comprising only Ontario and Quebec, to \$94,791,860 in 1860-7.

Since the confederation of the Province the trade of the Dominion is set down as follows:

1867-68.....	\$12
1868-69.....	13
1869-70.....	14
1870-71.....	15
1871-72.....	16
1872-73.....	17
1873-74.....	18
1874-75.....	19
1875-76.....	20
1876-77.....	21
1877-78.....	22
1878-79.....	23

we give below, which show a comparative statement of imports for five years since that time, and of exports and customs duties for the last four. It is noticed that the imports declined during the first year, "the panic" to the extent of \$29,859,937.

	Exports.	Imports.	Duty.
1868	\$120,070,893		
1869	80,968,635	93,210,346	\$12,833,114 44
1870	78,876,393	99,327,292	12,646,481 09
1871	79,323,667	93,061,797	12,795,053 17
1872	71,491,355	81,964,427	12,959,540 06

last mentioned year \$80,341,608 of the total were entered for "home consumption" and of this \$55,267,393 only were dutiable goods, against 59% on the "free list, notwithstanding the generation of the customs system under the operation of the National Policy," which, as will be seen from the figures, has resulted in the steady increase of the revenue each year, in an inverse proportion to the steadily decreasing list of imports.

The great importance of our American trade can be seen when we quote from the report of the Minister of Finance, that of the total imports for the last mentioned year, \$43,625,027 came from the United States, the next country on the list being Great Britain, which sent \$30,943,703, while France, which was third, sent \$19,141,000.

Comparative quantiles of imported and exported by Provinces, for the last above-mentioned year, are given by the following statement:

Province.	Imports.	Exports.
Ontario	\$34,105,826	\$28,844,450
Quebec	30,921,842	29,740,512
New Scotland	7,062,614	7,364,324
New Brunswick	5,396,134	5,371,171
Prince Edward Island	825,969	1,831,559
Manitoba	1,140,871	512,899
N. West Territories	157,462	60,139
British Columbia	2,140,759	2,755,072

The difference in exports in favor of Quebec as against Ontario, and the smallness of the difference of imports of Ontario as against Quebec, are both more apparent when we consider that Montreal, being the great depot and entrepot of both branches of commerce, a vast amount of the imports and exports alike are officially credited to the city, and come under the official returns for the Province of Quebec.

The above returns of customs duties collected indicate that in the case of a trifle more than one-half of the total revenue of the Dominion, the balance being made up from various sources, including the public lands, post-office, government railways, canal tolls, leased property, &c., besides excise receipts, which form the most important item next to customs.

Considering the stagnation of the lumber trade since the late returns go to show that other sources of production continue in an active and healthy condition, and the substantial progression of trade through the Dominion yearly continued up to that year.

The great increase of Canadian trade will appear more clearly if we take two decennial periods and note the augmentation.

In 1859, \$29,703,497 in 1850, the total trade of Canada, comprising only Ontario and Quebec, had increased to \$58,299,142; and from \$68,955,093 in 1860, to \$1,860 in 1866-7.

The confederation of the Provinces, the total of the Dominion is set down as follows:

1867-68	\$129,553,104
1868-69	130,880,000
1869-70	148,387,382
1870-71	170,405,580
1871-72	190,348,779
1872-73	217,197,096
1873-74	217,225,772
1874-75	197,565,636
1875-76	178,690,653
1876-77	172,175,876
1877-78	172,405,454
1878-79	163,465,682

Nothing can more clearly show than these figures the very rapid expansion of the trade of Canada for the twenty-four years previous to 1874; and although the universally prevailing commercial depression has laid its hand heavily upon Canada since that time, the trade indications are again promising, and every circumstance points to a season of returning and continued prosperity for the Dominion.

MARINE MATTERS.

Ship-building is one of the most important industries of Canada, many vessels being built in favorable seasons for sale abroad, as well as those for home use.

The steady, progressive growth of this interest under the first twelve years of confederation may be seen at a glance in the following table. The number and tonnage of vessels built and registered each year since confederation is as follows:

YEARS.	BUILT.		REGISTERED.	
	No.	Tonn.	No.	Tonn.
1868	355	87,230	.....	.....
1869	340	96,439	.....	.....
1870	339	93,160	.....	.....
1871	380	106,101	.....	.....
1872	414	111,065	.....	.....
1873	481	135,109	4,783	1,073,718
1874	461	196,756	6,030	1,158,363
1875	480	151,012	5,952	1,205,565
1876	410	190,001	7,192	1,260,493
1877	432	126,918	7,362	1,316,469
1878	340	161,306	7,469	1,333,015
1879	265	74,267	7,471	1,332,094

Taken by Provinces, the number and tonnage of vessels registered the last named year were:

Nova Scotia	9,975 Vessels of 352,159 tons.
New Brunswick	1,145 " 349,491 "
Quebec	1,975 " 249,025 "
Ontario	1,000 " 136,987 "
Prince Edward Island	298 " 43,807 "
British Columbia	60 " 4,701 "
Manitoba	22 " 1,924 "
Total	7,471 " 1,332,094 "

The above figures show that the shipping and ship-building interests of the Dominion are of the most important character; also, that the year 1879 was the first in which there has been a decrease in the tonnage of registered shipping. Compared with other maritime countries, however, Canada is still forging ahead, and continually drawing nearer the first place. We extract the following statistics from the *Report of the Governor*, 1879-80, giving the number and tonnage of vessels of sailing tonnage, and steamers of 100 tons burthen and over, belonging to all maritime states in the world, which have a total tonnage exceeding half a million of tons:

Country	No. Steamers	Sailing Vessels	Net Tonnage
Great Britain and Colonies except Canada	2,668	11,774	4,807,675
United States	519	2,915	2,111,243
Norway	135	4,178	1,426,041
Canada	881	6,587	1,332,094
Germany	211	3,159	1,112,510
Italy	101	2,856	992,916
France	492	2,914	806,478
Russia	136	1,852	569,034

These figures show Canada to be the fourth maritime nation in the world, a position which she will certainly exchange with Norway for third place in the list in the near future.

THE LIGHTHOUSE SYSTEM.

The Lighthouse system upon the sea coasts and inland waters of the Dominion is very extensive, and constantly extending under the energetic administration of the Department of Marine. The lighthouses are classed in six general divisions. The first, known as the Ontario Division, embraces the lights and lightships extending between Montreal and the boundary-line of the Provinces of Ontario and Quebec, as well as those on the Upper Lakes, the Ottawa River, and the St. Lawrence, from Montreal westward.

The next division, called the Quebec Division, comprises the St. Lawrence below Montreal, the Straits of Belle Isle, the coast of Labrador, and three lights maintained by the Dominion on the north-west coast of Newfoundland—a very extensive district, and requiring a considerable staff as well as steam vessels for its inspection and management.

The other four divisions are named respectively the "New Brunswick," "Nova Scotia," "Prince Edward Island" and "British Columbia," the name being in each case synonymous with the position and extent of the several divisions.

The two last-named have undergone very many changes since the admission of the respective Provinces to the Dominion, and are now in a condition which compares favorably with the older divisions.

The most important of all is the Nova Scotia Division, which embraces within its limits 118 lights, 10 steam fog-whistles, 1 light-ship, 3 signal-gun stations, 3 automatic signal buoys, 7 large iron bell buoys, 6 stationary beacons, and 265 iron and wooden can-buoys and spar-buoys, besides 3 humane establishments for the relief of distressed seamen, 7 life-boat stations and 4 signal stations. The number of lighthouse keepers, engineers of fog-whistles, and persons in charge of life-boats, humane establishments and signal stations in this Division, is 183.

Below is the number of stations, &c., &c., in the whole Dominion for each year of the twelve succeeding Confederation:

	Light Stations	Light-ships	Fog Whistles	Automatic Buoys
1868	198	227	2	..
1869	219	223	2	..
1870	240	278	4	..
1871	264	297	8	..
1872	280	314	13	..
1873	316	353	17	..
1874	342	384	18	..
1875	377	444	22	..
1876	417	488	24	..
1877	459	509	25	2
1878	487	538	25	..
1879	493	542	28	6

FISHERIES

The fisheries of British America are of vast value, and are in a most flourishing condition under the fostering care of the Minister of Marine and Fisheries.

The latest official statistics show steady increase in the number of vessels and men employed. Last year about 1,500 decked vessels, besides of life-boats, were engaged in fishing within these Provinces, employing some 63,400 men. The estimated number of persons supported almost entirely by this industry in the various fishing colonies exceeds 100,000 souls.

The production of the fisheries yearly improves, and the value annually increases in quantity and value. The value of fish products for the past season exceeds \$25,000,000. This sum exhibits the value of fish products in the Provinces of Nova Scotia, New Brunswick, Quebec, Ontario, Prince Edward Island, British Columbia and Manitoba. In addition to the above-mentioned value it is computed that American fishermen have also caught on the coast of Canada between six and eight millions of dollars' worth of merchantable fish. The whole value of the yield from these fisheries last year, therefore, exceeds twenty millions of dollars.

These figures show that the fisheries of Canada, as a resource of trade and a source of food, are of very great value to the Canadian people, and also to the citizens of the United States, and if any further proof were required of this latter fact, it is to be found in the result of the recent international arbitration known as the "Fishery Award," whereby the Canadian Government were awarded the sum of \$5,500,000 as compensation for the loss of their fisheries by the Americans since the operation of the "Treaty of Washington."

The value of the annual consumption of oysters in Canada is \$3,000,000. Of this only \$100,000 worth are produced in Nova Scotia, New Brunswick, and Prince

Edward Island, mostly from the latter Province. There is no reason why this industry should not be very extensively extended. The Canadian oyster grounds are very extensive, and the localities admirably adapted for the cultivation of oysters. For delicacy of flavor and properties, the Canadian oyster is not excelled by the choicest United States oyster. They might be raised in enormous quantities, if the natural facilities were enhanced by artificial aids.

In Quebec, Nova Scotia, and New Brunswick, which employ the bulk of the trade are salmon, herring, mackerel, and lobsters. In Ontario the fish and salmon trout are the principal sources of supply.

The estuary, river, and inland fisheries, continue to improve under the protective system. In both the fresh-water fishings, a point of productiveness is gained, when the stock of fish will be sufficient remunerative employment to double the men now employed.

Better and more economical modes of catching fish also used, and profitable means of disposing of the surplus have been secured. Instead of being salted and exported, formerly, salmon and white-fish are frozen or cantered fresh to our own markets and those of the neighboring States. 500,000 fresh salmon are now annually in these Provinces, equal to 8,000,000 of the wholesome and delicious food, the bulk of which is used as fresh food, instead of salted as formerly.

There are seven establishments where artificial culture is carried on in the several Provinces. The Dominion, and the number of fry distributed during the year 1878 amounted to over 200 millions, and is continually being increased.

The fisheries of Newfoundland are noted for the quantity of fish which they produce, and are an article on that Province.

BANKING.

The following statement shows the paid-up capital and deposits of the chartered banks for twelve succeeding Confederation (as reported in the statement to the Dominion Finance Department):

Years	Paid-up Capital	Deposits
1868—June 30	\$25,320,18	\$9,000,000
1869—" "	29,516,614	10,000,000
1870—" "	31,450,597	11,000,000
1871—" "	36,415,219	12,000,000
1872—" "	45,131,699	14,000,000
1873—" "	53,162,026	16,000,000
1874—" "	60,143,415	18,000,000
1875—" "	68,267,098	20,000,000
1876—Dec. 31	67,199,032	21,000,000
1877—" "	68,596,876	22,000,000
1878—" "	74,025,411	23,000,000
1879—" "	64,159,427	24,000,000

But the deposits in the chartered banks do not represent the whole of the deposits of the Dominion. The deposits in government and post office, savings banks, and building societies, amount to considerably over fourteen millions of dollars, and two or three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—being by their charters obliged to render returns—do not done so.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Lake Ontario to the head of Lake Superior, a distance of 23 miles of which 7 1/4 are artificial or canal navigation.

Another canal system overcomes the difficulties of navigation between Montreal and the city of Ottawa. A further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses a distance of half a mile connecting St. Peter's Bay on the north coast of the Island of Cape Breton with the Little Bras d'Or Lakes, possessing a natural outlet into the Atlantic.

DOMINION OF CANADA.

Island, mostly from the latter Province. There is reason why this industry should not be very much extended. The Canadian oyster grounds are very extensive, the localities admirably adapted for the cultivation of oysters. For delicacy of flavor and nutritive value, the Canadian oyster is not excelled by the oyster of the United States. They might be raised in enormous quantities, if the natural facilities were aided by artificial aids. In Nova Scotia, and New Brunswick the fishery employs the bulk of the trade are salmon, codfish, mackerel, and lobsters. In Ontario the white-salmon trout are the principal sources of supply. Estuaries, rivers, and inland fisheries, continue to improve under the protective system. In both the salt and fresh water fishings, a point of productiveness is being reached when the stock of fish will be sufficient to afford remunerative employment to double the men and craft now employed. New and more economical modes of catching are being used, and profitable means of disposing of the fish are being secured. Instead of being salted and cured as herring, salmon and white-fish are frozen or canned and sent to our own markets and those of the neighboring States. 500,000 fresh salmon are now caught yearly in these Provinces, equal to 8,000,000 lbs. of fine and delicious food, the bulk of which is now sold as fresh food, instead of salted as formerly. There are seven establishments where artificial fish is carried on in the several Provinces of the Dominion, and the number of fry distributed during the year 1878 amounted to over thirty-five millions, and is continually being increased. The fisheries of Newfoundland are noted in the Dominion that Province.

BANKING.
The following statement shows the paid-up capital and deposits of the chartered banks for twelve years ending Confederation (as reported in the official statement to the Dominion Finance Department):

Year.	Paid-up Capital.	Deposits.
1866-67	\$25,329,618	\$90,484,536
" 1867-68	29,051,674	96,871,432
" 1868-69	31,150,507	99,226,788
" 1869-70	36,415,219	103,763,096
" 1870-71	45,134,000	104,720,180
" 1871-72	55,162,026	108,672,117
" 1872-73	67,443,445	118,830,367
" 1873-74	63,267,098	120,553,804
" 1874-75	67,190,052	121,291,028
" 1875-76	70,590,876	121,100,288
" 1876-77	74,277,131	122,000,819
" 1877-78	66,159,127	121,985,512

The deposits in the chartered banks do not by any means represent the whole of the deposits of the people of the Dominion in government and post office, and other banks, and building societies, amount to some over fourteen millions of dollars, and there are three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—they not being their charters obliged to render returns, have so.

CANALS OF THE DOMINION.
The canals of the Dominion overcome the difficulties of navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles, 71 1/2 are artificial or canal navigation. The Erie canal system overcomes the difficulties of navigation between Montreal and the city of Ottawa; and the Rideau canal system opens navigation between Ottawa and Kingston. The further system connects Lake Champlain with the Gulf of the St. Lawrence. The St. Lawrence and Nova Scotia Canal crosses an isthmus of 10 miles connecting St. Peter's Bay on the south with the Gulf of St. Lawrence. The Great Bras d'Or Lakes, possessing a natural outlet to the Atlantic.

The Caughnawaga Canal is proposed to be constructed to connect the waters of the St. Lawrence with Lake Champlain, and its completion is expected to be of great benefit to the inland transportation trade of Canada and the trade of Montreal.

BAY VERTE CANAL.

A supplementary report of the Minister of Public Works gives the reports of the engineers on the route and construction of the proposed Bay Verte Canal, between Bay Verte and Cumberland Basin, connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy. The total length of the canal will be 20 1/2 miles, 4 locks will be required. The general depth of cutting through the marshes will be 22 feet; but on the water-shed, a mile and a half across, below the deep spongy moss, from 10 to 20 feet deep, filling the bed of a lake, there lies a barrier of soft red sandstone which will have to be cut to the depth of 15 feet. The canal is to be 100 feet at bottom, with 16 feet of water. The mean level of the sea was found to be the same in Bay Verte and the Bay of Fundy. The water-supply will be furnished by the high water of the Bay of Fundy and the fresh-water lakes at the sources of the Lapland. The estimate of the cost is \$5,000,000.

POST OFFICE.

The wonderful strides which the Post Office of Canada has made towards perfection in the past few years, must be regarded as an indication of the energy displayed by the heads of the Department.

In 1873 the money order system was extended to Manitoba and to British India and the interchange of postal cards with the United States took place at the same period, while for some years the free delivery of letters in large cities and towns has been inaugurated with success, and the Canadian postal system is fast approaching an equality with that of the most advanced in other countries. At the beginning of the year 1875 extra postage to and from the United States was abolished, and a letter or postal card now goes between any part of Canada and the United States at the home rates of three cents and one cent, an immense concession on both sides to the public when the enormous correspondence between the two countries is considered.

A steady advance in the revenue is noticeable; but, on the other hand, the acceleration of mail travel by the opening of new routes of railway, the increased mileage caused by serving the new Provinces, and the more frequent service of the older portions of the Dominion, have made the expenditure more than keep pace with the receipts, so that there is still an excess of outlay over income.

Closed mails passing through the United States are regularly exchanged with the distant Provinces of Manitoba and British Columbia, a fortnightly mail contract having been entered into between San Francisco and Victoria, B. C., the time now occupied between these two points being four days.

The most perfect arrangements exist for paper, book, parcel, and sample posts within the Dominion, and with the United States and other countries, and the money order system is being rapidly extended to meet the growing wants of the country. A comparison of the number of post offices in the Dominion at fixed dates is interesting as showing the growth of towns as well as population. In 1868 there were 3638; in 1870, 3820; in 1872, 3943; in October, 1874, 4062; and at the present time there are very nearly 6000.

Following the example of Great Britain, the Post Office Department some years since introduced Savings Banks in connection with various offices, which are very popular with, and extensively taken advantage of by the masses.

THE LAND SYSTEM OF THE DOMINION OF CANADA.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia, with the exception of a tract in the last-named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several provincial governments. In several of the Provinces free grants are given to immigrants, and in almost all cases in which government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties.

The lands in the Province of Manitoba and the North-west Territory are held by the Dominion Government, and are surveyed according to the following system:

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks, which are defined at each of the four corners by an iron bar boundary, are subdivided as the necessities of settlement may require into 4 townships of 36 miles square each; these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North-west may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of from \$1 to \$5 per acre, according to its location and (in Manitoba and the North-west) proximity to the Canada Pacific Railway.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North-west Territory, by paying therefor in cash as above. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age, being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption thereof; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying, from \$1 to \$2.50 an acre, being the price fixed by government for the pre-emption of such land.

But the claimant, before entering his application, must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit, together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated:

1. The lands allotted to the Hudson's Bay Company.
2. Lands reserved for schools.
3. Woodlands set apart for supplying settlers with timber.

The above is a bare outline of what the Dominion land regulations generally embrace; but as they have been altered somewhat from time to time, we have simply included general principles, avoiding details.

The Mennonites of Russia have flocked by families into Manitoba the past year; and people desire to leave the older Provinces, great North-west of their own to move to—a desert region like Arizona, Colorado, and comprised in the great American Desert, with hundreds of miles no vegetation for the sustenance can exist (see Bell's New Tracks in America) of square miles of the most fertile land watered by streams, rivers, and lakes—and resources are literally inexhaustible, immense coal being found on the wide plains, and gold etc., among the Rocky Mountains. The climate found not to be surpassed in salubrity in America. Already access to these Provinces is easily attained, and before many years a track of railway will stretch across the continent from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire Dominion—a line of railway which will be a great benefit whether for its great extent, its completion in part, or the magnificent results which will be attained when completed.

IMMIGRATION.

The history of Canada previous to 1867 is a separate Provinces, often told heretofore, and applicable to a work like this. The history of the Dominion begins in 1867, with the Act of Confederation, which we have briefly sketched, and beyond that only for useful and necessary statistics; but we close this chapter without some brief remarks, who may look it over in other countries perhaps seeking information as emigrants.

There is no country in the world that presents European emigrant finer prospects than that of Canada, with her millions of acres of the most fertile and cheap lands, a healthy climate, an abundant demand for labour of all kinds, and high wages with institutions and laws that are just, and are obeyed.

Immigration has attracted much attention the last few years, and from year to year the Dominion has voted very large sums for the encouragement of the movement, besides which extensive grants made by the various separate Provinces for the progress of the country caused great demand. The Hon. Mr. Pope, the Canadian Minister of Immigration, says in his report of 1872:

"The numbers of immigrants which multiplied by the immense agricultural and other resources of the Dominion are practically unlimited; that more than treble the number of the arrivals of immigrants could be absorbed in the labour market."

These statements of the Minister reflect the ordinary labour demands of the Dominion more applicable to the present time; but the ordinary increasing labour demands of Canada at present springing up an extraordinary very considerable magnitude, for the completion of the Pacific Railway, the enlargement of the canals, and other public works in progress observed by Hon. Mr. Pope, as it has since then continued, if not actually increased.

The unoccupied lands of Canada can sustain millions of agricultural settlers. In fact, the increase of wealth in Canada is quite any person who resides there even for a short time, and during the last few years there has been a tremendous demand for all kinds of labour, agriculturalists.

Small farmers, with some capital, can clear land to clear in any part of Canada; or chase, in part or entirely cleared. But a class who come here will act wisely if they put money in the bank immediately after labour work and learn the nature of the land and the country before locating or making a settlement.

Passing over the very large number who availed themselves of the nearer

Mennonites of Russia have flocked by hundreds of thousands into Manitoba the past year; and if our own desire to leave the older Provinces, they have a North-west of their own to move to—not a parched region like Arizona, Colorado, and many others used in the great American Desert, where for hundreds of miles no vegetation for the sustenance of man or beast (see Bell's *New Tracks in America*), but millions of square miles of the most fertile lands, abundantly watered by streams, rivers, and lakes—and whose mineral resources are literally inexhaustible, immense beds of emeralds found on the wide plains, and gold, silver, iron, and copper among the Rocky Mountains. The climate also is not to be surpassed in salubrity anywhere in the world. Already access to these Provinces and Territories is easily attained, and before many years a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the great port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled in the world for its great extent, its completeness in every detail, and the magnificent results which will flow from its completion.

IMMIGRATION.

The history of Canada previous to 1867 is a history of the older Provinces, often told heretofore, and not applicable to a work like this. The history of the Dominion begins in 1867, with the Act of Confederation which we have briefly sketched, and beyond that we have space for useful and necessary statistics; but we cannot do this chapter without some brief remarks to those who may look it over in other countries than Canada, and who are seeking information as emigrants.

There is no country in the world that presents to the European emigrant finer prospects than the Dominion of Canada, with her millions of acres of the most fertile cheap lands, a healthy climate, an unprecedented demand for labour of all kinds, and high wages, together with institutions and laws that are just, respected, and efficient.

Immigration has attracted much attention during the last few years, and from year to year the Dominion Parliament voted very large sums for the encouragement of immigration, besides which extensive grants have been made by the various separate Provinces. The rapid increase of the country caused great demands for labour.

Hon. Mr. Pope, the Canadian Minister charged with immigration, says in his report of 1872: "The numbers of immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact more than treble the number of the ordinary yearly arrivals of immigrants could be absorbed without making any glut in the labour market."

These statements of the Minister refer only to the ordinary labour demands of the Dominion, and are still more applicable to the present time; but, beyond the ordinary increasing labour demands of Canada, there is at present springing up an extraordinary demand of considerable magnitude, for the construction of the Pacific Railway, the enlargement of the Canadian Mills, and other public works in progress; and this, as observed by Hon. Mr. Pope, as existing in 1872, and since then continued, if not actually increased.

The unoccupied lands of Canada can, too, absorb millions of agricultural settlers. In fact, the rapid growth and increase of wealth in Canada is quite apparent to every person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially for agriculturists.

Small farmers, with some capital, can readily find employment to clear in any part of Canada; or farms to purchase, in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Passing over the very large number of immigrants who have availed themselves of the nearer route through

Canada to the Western States, than via New York, the numbers of those reported by the Dominion agents at the several ports to have settled in Canada since Confederation are as follows:

1867.....	14,666
1868.....	12,765
1869.....	18,639
1870.....	21,706
1871.....	27,773
1872.....	36,578
1873.....	50,050
1874.....	39,373
1875.....	27,382
1876.....	25,633
1877.....	27,082
1878.....	29,867
1879.....	16,192

Besides these, an unusually large number of Canada have returned from the United States—a movement which, as these lines are written, is rapidly going forward. The number of these arrivals for 1876 was upwards of 12,000, and statistics since published show that this class of immigration and repatriation has been steadily going on, at least in so far as regards the former residents of Quebec and Ontario, the movement not being so marked in respect to the Maritime Provinces; but as very many of those who have removed from this portion of the Dominion have gone to the Canadian North-west, the general effect on the country will be a gain rather than a loss, on account of the greater facilities there offered.

It may be remarked, with reference to these figures, that the settlement of the great North-west of the Dominion is only just beginning, while that of the United States is being checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may therefore be looked for, while that of the United States has already been checked.

The classes recommended to emigrate to Canada are—

Persons with capital, seeking investment.

Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand. But there is also a very large demand for the classes of common unskilled labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected, notably the Canadian Pacific Railway and the Canadian canal system.

The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen, and female domestic servants of good character.

Children of either sex, respectably vouched for, and watched over upon their arrival by parties who bring them out, may be absorbed in very considerable numbers.

The various manufactures incident to a comparatively new country constitute an important and rapidly increasing branch of industry, and they cause a large demand for immigrant labour.

The getting out of timber from the forests, and its manufacture, form a leading industry of the Dominion, but not one to be much relied on for newly arrived immigrants, the various descriptions of labour which it requires being best performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for immigrant labour.

Skilled farm-hands get from £30 to £40 a year, with board and lodging; labourers, from 5s. to 6s. a day; mechanics and skilled artisans, from 6s. to 10s. a day; female servants, from 10s. to £2 a month.

It may be stated in connection with the rates of wages, that food is plentiful and cheap in Canada; and the Dominion is, therefore, a cheap country to live in.

The following are average prices: 4lb. loaf of white bread, 5*d.* to 6*d.*; salt butter, 9*d.* to 13*d.* per lb.; meat, 3*d.* to 5*d.* per lb.; cheese, 4*d.* to 7*d.* per lb.; potatoes, 1*s.* to 2*s.* per bushel; sugar (brown), but dry and superior quality, 4*d.* to 5*d.* per lb.; tea, 2*s.* to 2*s.* 6*d.* per lb.; eggs, 6*d.* to 9*d.* per dozen; milk, per quart, 2*d.* to 3*d.*; beer, 2*s.* to 5*s.* per quart; tobacco, 1*s.* to 2*s.* per lb.; and other articles in proportion.

The purchasing power of the dollar in Canada is much greater than in other parts of America, especially in those things which go to make the cost of living, and this fact should always be kept in mind in making comparisons between the rates of wages paid in Canada and the United States. It has happened that considerable numbers of persons who had left Canada, attracted by the higher apparent rate of wages paid in the United States, returned during the past year.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent. on first-class security.

Money deposited in the post-office savings banks (government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other savings banks and banks is from 4 to 5 per cent., with undoubted security.

It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, and clerks and shopmen. As a rule there is a tendency towards an over-supply of applicants for these callings from within the Dominion itself, and unknown or unfriended emigrants seeking employment in them might encounter painful disappointments.

The fisheries of the Dominion, both on the Atlantic and Pacific coast, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which, it is expected, will be increased to a very large extent in the immediate future.

Contrast the recent surveys and reports of *our* great North-west with those relating to the unsettled lands of *our* republican neighbours, and we must inevitably conclude that the time has come for Canada to offer to the emigrants from the Old World those prairie homes which the United States no longer can supply.

Very thorough explorations by General Hazen, of the United States Army, whose report lately issued, leave no doubt that the interior of the Continent, not only in the vicinity of the proposed Northern Pacific Railway, but along all the proposed transcontinental lines in United States territory, is, to all intents and purposes, one vast desert, of no value for any use or purpose under the sun.

"The great middle region" has been opened up with a definiteness and with results that are a surprise and a disappointment to the American nation. According to General Hazen, whose opportunities for informing himself could not be surpassed, Arizona is so desolate that a large portion of it is destitute even of game. The eastern half of Kansas and Nebraska is valuable, the western half worthless. Not more than a fifteenth or a thirtieth of Colorado is arable. The Mormons, having settled on all the available land in Utah, are now obliged to find new land in adjoining territories for new arrivals of immigrants. On the northern line of California there are 200,000 square miles of land, not yet covered with mould or vegetation. Nearly all the agricultural portion of Nevada is in use, yet it has only 10,000 people; and in the territory of New Mexico, the land fit for cultivation is found only in the narrow valleys along the margin of streams. Water is wanted everywhere; and the winter storms, as along the lines of the Northern Pacific Railway, are described as terrific, and calculated to destroy all animal life not protected.

General Hazen estimates that, from the 100th to the Sierra Nevada mountains, 1200 miles, not in one hundred is of use for agricultural purposes; the limits of settlement in the West have already reached, and that the phenomenon of the springing of new and populous States will not be seen in the neighbouring republic.

While we in Canada have every reason to wish our public neighbours well, we have, at the same time, satisfaction of knowing that the dreary waste of interior regions, as described by General Hazen, extend into Dominion territory.

In *our* great North-west there are the soil, the combination of wood and prairie, the rivers, the levels, which are so attractive to a European, particularly from northern latitudes. The Pacific Railway and Canadian ocean steamers will, in a few years, place *our* North-west within three weeks from Germany, Scandinavia, or Britain, and millions of Europeans who are yet to leave their homes will find such homes as they might look for in any other part of the world; and the unveiling of the Great American Desert will doubtless aid in drawing fresh attention to a country the very opposite of the one graphically described in the report above referred to.

The agent-general of the Dominion, resident in London, has general supervision over all emigration who are established by the general or local governments in most foreign ports, to assist in intending emigrants, the system of giving assisted passages, by passenger warrants, has, doubtless, important results in increasing the number of settlers to Canada; these warrants approved immigrants could of course in 1872 for £1 5*s.* sterling per steamship of 200 tons, the conference rate; and in 1873 for £1 10*s.* In 1873, moreover, special warrants were granted by the government of Canada, under which the agricultural labourers and domestic female could obtain passages per steamship for £2 5*s.* per adult. The usual reductions were made for children in both these classes of warrants.

Of late years the majority of the immigrants are of English or Scandinavian birth, and to the latter especially no country offers such inducements of genial climate and society, and such familiar elements of industry and wealth as Canada. Although lately been signs of general unwillingness to any emigration from the United Kingdom, yet Englishmen are promoting the true interests of their mother country by encouraging and assisting emigration to Canada, for, as it appears from the returns by the Registrar General that the increase of population in Great Britain is very nearly a quarter of a year over both the deaths and the outflow of emigration, it may be concluded that emigration is necessary to prevent the overstocking of the labour market, and is also building up a great and prosperous country in Canada, which, in its turn, promotes the interests of Great Britain by becoming a customer.

No more loyal or warmly attached colony to Great Britain than Canada, and no more ready to exist or perpetuating such feelings than for the hearty to assist in peopling it with Englishmen.

ONTARIO.

The *Province of Ontario* is bounded on the east by the Province of Quebec; on the south by the mid of the St. Lawrence; and the great lakes which form some of that great river; and on the west by an undetermined line which is to separate the Province of Manitoba and the vast North-west an area of about 800,000 acres of land, the part of which is fertile soil, and the worst abounds in forest and mineral products. On its east and western boundaries it has the five great lakes, Ontario, Erie, St. Clair, Superior, and Huron, and Georgian Bay, of which the total length is 1,000 miles and area 80,000 square miles. A main waterway, the waters of the St. Lawrence from the Ottawa

[The high position which the Province of Ontario occupies, both in the Dominion of Canada, and the North

American continent, in relation to agricultural and industrial progress generally, is largely to be ascribed to the very liberal manner in which public aid has been brought to second individual and voluntary effort.

There are in Ontario upwards of three hundred societies, organized according to law, for the promotion of agriculture, horticulture, and the mechanical arts, principally by holding annual exhibitions for public competition in their several localities. In addition to the large sums raised by members' subscriptions, the government encourage their efforts by an annual grant amounting, on the whole, to nearly \$70,000. This large sum is given to the different societies in proportion to the amount which each raise, respectively. The stimulus thus given to agricultural improvement generally has induced, of late years, several enterprising farmers to import from Britain pure-bred animals of the Short-horn, Hereford, Devon, and other breeds, at an immense expense; and this may be said also of horses, sheep, and swine, so that the Province now contains a large amount of breeding stock of the highest character and value.

Taking as a basis of calculation the official returns of each country, it can be demonstrated that Canada, and Ontario especially, instead of lagging behind the United States in every element of progress, can put the tabular statements of her products and her progress side by side with those of the Great Republic on her borders, and not suffer from the comparison; on the contrary, she is shown to be considerably ahead of the United States in many important indications of a skilled and productive agriculture, and a rapid general advancement. The comparison as regards the Province of Ontario is very favorable. It showed that the cash value of her farms, per head of the population, was greater in Ontario than in the United States. That the capital invested in agricultural implements was greater in Ontario than in the United States, in proportion to the breadth of land cultivated, being \$186 for every hundred acres of cultivated land in Ontario, and \$150 for every hundred acres of cultivated land in the United States. That the value of agricultural implements *manufactured* in Ontario did not fall very much behind the value of agricultural implements *manufactured* in the United States, in proportion to population, being \$9.41 per head of the population in Ontario, and \$8.55 per head of the population in the United States. That, in proportion to population, she produces more than three times as much wheat as the United States, raising 17.64 bushels for each inhabitant, while the United States raised only 3.50 bushels for each inhabitant. That she was greatly ahead even of the Western States as a wheat-producing country, the average production of wheat in the whole of the Western States being only 10 bushels for each inhabitant. That, of the eight leading staples of agriculture, common to both countries—wheat, corn, rye, barley, oats, buckwheat, peas and beans, and potatoes—she produced 55.95 bushels for each inhabitant, while of the same articles the United States produced only 43.42 bushels for each inhabitant. That, excluding Indian corn from the list, she produced of the remaining articles 54.34 bushels for each inhabitant, against 16.74 bushels for each inhabitant produced in the United States. That, in proportion to population, she had more capital invested in live stock than the United States, the value of live stock owned in Ontario being \$38.13 per head of the population, while in the United States it was \$14.64 per head of the population. That for every hundred of the population Ontario owned 27 horses, and the United States only 20. That for every hundred inhabitants Ontario owned 32 milk-cows, and the United States only 27. That for every hundred inhabitants Ontario owned 84 sheep, and the United States only 71; and that of live stock, in the number of pigs only was she exceeded by the United States in proportion to population. That she produced 19.22 pounds of butter for every inhabitant, while the United States produced only 14.62 pounds. That she produced 2.62 pounds of wool for each inhabitant, while the United States produced only 1.92 pounds. That in ten years she increased her annual production of butter by 67 per cent., while in the United States the increase was only 461 per cent. And that she increased her production of wool 40 per cent., while the United States increased their production only 15 per cent.

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not so
 riety and richness, but may be said to be
 undeveloped.

Iron in large quantities is found a short distance from Lake Ontario, in the country between Cayuga and the Ottawa; also, in the same region, lead, plumbago, antimony, arsenic, manganese, coal-spar, gypsum or plaster of Paris, and alumina, are found in quantities pronounced by good judges as fully equal to that obtained in Vermont, and building stone, in large quantities near the surface. Gold is found in the same region, but not as yet in sufficient to pay well. Mica is also found in quantities, and is very profitably worked.

On the north shore of Lake Huron are Bruce mines of copper, from which ore of value of about £50,000 are exported annually. Found on the shores of Lake Superior, the neighbourhood of Thunder Bay, Silver island in this bay, contains one of the richest metal ever discovered. There are other mainland, almost, if not quite, as rich.

Petroleum is got in the westerly part of the island in immense and apparently inexhaustible

The first wells were struck at Oil Springs, Lambton, in 1860, and by March, 1863, over 1,000,000 gallons had been obtained. Other regions producing this valuable mineral in large quantities are in the county of Kent, and Petrolia, in Huron, the principal. The last-mentioned place is the best producing district.

The production at present is about 4 yearly. Large refineries have been erected elsewhere, and the trade is assuming magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood in the shape of brine from wells sunk to a great depth below the surface.

Large peat-beds exist in many parts of the county, and the manufacture of peat for fuel is carried on by several companies.

MANIFESTO.

The almost unlimited supply of water-power in Ontario affords unusual facilities for industries to which that power is adapted, and in various descriptions of industry are springing up. Steam-power is also used to a great extent. The principal articles manufactured are cereals, furniture, sawn timber, flax, iron and hardware, cotton and woollen goods, steam-engines and agricultural implements, and a vast quantity of the wooden ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides during the last fifteen years. In the year not a single mile open in the whole Province at present moment there are not less than 1,000 miles in operation, and, as may be seen by reference to the map, where their proposed routes are laid down, many more are projected or being already constructed.

As to ordinary roads—in the settled province these are excellent, being generally macadamized, and kept in good order. In parts, with a view of opening them up, the government constructs out of the public money what are called "civilization roads,"

EDUCATION

The school system of Ontario is administered by the children of the rich and poor alike through a common education. It now forms one of the chief duties of the administration, and is under special supervision of the Minister of Education. The schools are financed by a direct tax on property, supplemented by voluntary contributions, and education is not only free but compulsory. The schools are generally divided into "sections."

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back in Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc-spar, gypsum or plaster of Paris, marble (produced by good judges as fully equal to Carrara, or that mined in Vermont), and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated iron mines of copper, from which ore and metal to the value of £300,000 are exported annually. Silver is found about the shores of Lake Superior, particularly in the neighbourhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of metal ever discovered. There are other veins on the island, almost, if not quite, as rich.

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities. The first wells were struck at Oil Springs, county of Halton, in 1860, and by March, 1863, over four millions of gallons had been obtained. Other regions have yielded this valuable mineral in large quantities—Bothwell, the county of Kent, and Petrolia, in Lambton, being principal. The last-mentioned place is now the largest producing district.

The production at present is about 438,200 barrels annually. Large refineries have been erected at London elsewhere, and the trade is assuming proportions of magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood, in shape of brine from wells sunk to a great depth beneath the surface.

Large peat-beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by several companies.

MANUFACTURES.

The almost unlimited supply of water-power throughout Ontario affords unusual facilities for manufactures, in which that power is adapted, and in consequence various descriptions of industry are springing up in all directions. Steam-power is also used to a large extent. The principal articles manufactured are cloth, linen, furniture, sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, and a vast ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides in Ontario during the last fifteen years. In the year 1852 there was a single mile open in the whole Province. At the present moment there are not less than 5,000 miles in operation, and, as may be seen by reference to the maps, are their proposed routes are laid down, many new roads are projected or being already constructed or extended.

As to ordinary roads—in the settled parts of the Province these are excellent, being generally gravelled or camdized, and kept in good order. In the unsettled parts, with a view of opening them up, the government instructs out of the public money what are called colonization roads.

EDUCATION.

The school system of Ontario is admirable. It affords children of the rich and poor alike the means of free education. It now forms one of the chief departments of the administration, and is under special charge of the Minister of Education. The schools are supported by a direct tax on property, supplemented by the Legislature, and education is not only free but compulsory. Townships are generally divided into "sections," with a board

of three trustees for each. This board employs the teacher and controls the school. There are 53 inspectors of schools for the entire Province, but no inspector has the supervision of more than 120 or less than 50 schools. They are paid partly by the council and partly by the government. These gentlemen visit their respective schools twice a year, examine into the state of educational matters, and send an elaborate report to the Minister of Education of the result of their inspection, and the exact standing of the schools. Roman Catholics may, if they think proper, establish separate schools, and are in such cases exempted from supporting public schools, and receive a separate grant from the government. There are nearly 5,000 public schools, of which nearly 200 are Roman Catholic separate schools, with 490,537 pupils attending them. The amount of money expended in their support exceeds \$3,000,000 yearly.

The School Act of 1871 has given an immense impetus to public school education, and each year shows a greater increase in educational statistics.

The high (formerly grammar) schools of Ontario are principally confined to cities, towns and villages. Pupils enter them from the public schools, and thence to college and the university.

The Normal Schools at Toronto and Ottawa have been the means of training an immense number of teachers for the profession. Over 8,000 have passed through the former and about 300 through the latter, which has only been a few years in operation. There are about twenty Universities and Colleges in the Province, of which three are Roman Catholic, and exactly one hundred High Schools and Collegiate Institutes. The total number of educational establishments (private and public) exceeds 5,500; the attendance thereat aggregates 520,000; and the yearly expenditure (public) in connection therewith is over \$4,250,000.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of eighty-eight members, elected every four years.

The laws and the mode of administering them are mainly the same as in England; the practice, however, is simpler, and far less expensive. The courts are the Queen's Bench, Common Pleas, and Chancery, each presided over by a chief-justice and two assistants, and a Court of Appeal, composed of a Chief Justice and four other judges, who hold court four times a year. In each county there is a County Court, presided over by a county judge. The judges of the Superior Courts (who are all appointed by the Dominion Government) go circuit to each county throughout the Province (twice a year, to hold assizes for the trial of civil and criminal cases. The judges of the Court of Chancery also hold their courts in various counties as well as at Osgoode Hall.

TAXATION.

In Ontario there is no taxation answering to the State taxation in the United States, the provincial expenditure being far more than covered by the share of the Dominion taxes which the Dominion hands over to each Province.

THE PUBLIC LANDS.

Vast tracts of uncleared land are still in the hands of the government of Ontario awaiting the advent of the settler. The best locations in a new country are usually taken up first; but there are large quantities of wild land inviting the labour of the backwoodsman, which, when cleared and improved, will be equal to not a few of the older and improved settlements.

Thus there are some three millions and a half acres of surveyed government lands not yet taken up, and more than fifty millions of acres not yet surveyed. The greater part of these lands lie in the region bounded at the east by the Ottawa River, at the west by the Georgian Bay, and at the south by the more northerly of what are called the front townships, and which are more or less improved and settled up.

There is, in the basin of Lake Nipissing and the water-

shed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 25 to 150. per acre.

FREE GRANT LANDS.

The free grant lands in the Province of Ontario are especially worthy the attention alike of the immigrant and of parties already resident in the country who are desirous of possessing freehold farms, but whose means are limited. Anxious to promote the improvement of the yet unimproved districts, the provincial government have thrown open, upon the most liberal terms, a number of townships, containing over 1,000,000 acres, into any of which parties may go and select for themselves the site of a future home. Every head of a family can obtain gratis, two hundred acres of land, and any person arrived at the age of 21 years may obtain one hundred acres in the free grant district. This offer is made by the government to all persons, without distinction of sex, so that a large family, having several children in it at or just eighteen years of age, may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate.

The settlement duties are to have fifteen acres of each grant of one hundred acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least sixteen by twenty feet in size, and to reside on the land at least six months in each year.

In the older settled townships, farmers, possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less, cleared and improved.

Cleared and improved farms, including the farm-buildings, can be bought at prices ranging from £100 to £120 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There are several large and influential land and building companies in Ontario.

THE CANADA COMPANY

The most extensive and influential of these corporations was a large land company of English capitalists who, having the great support which £289,737 sterling (£1,410,000) of paid up capital can give, entered into a contract with the Earl of Bathurst, then Secretary of State for the Colonies, whereby they were to obtain all the public land of the then Province of Upper Canada, which were surveyed subsequent to March 1st 1821, and known respectively as Clergy Reserves and Crown Reserves, each of which (by the provisions of 31st Geo. 1. cap. xxxi.) comprised one-seventh of the total quantity so surveyed. This agreement, which was entered into November 26th, 1824, stipulated that the price to be paid for 820,430 acres of Crown Reserves, and the same quantity of Clergy Reserves, was to be 35 6d. 8½g. per acre, one-third in improvements on the land, and the other two-thirds in cash payments extended over sixteen years of time. "The Clergy" (then the magnates of the Anglican Church) opposed this grant so violently that the home government were induced to enter into a new arrangement with the Canada Company, whereby the latter in the place of receiving the 820,430 acres of Clergy Reserves, obtained a block of land described as follows in the official despatch of Earl Bathurst to Sir George Murray, Maitland, the then Lieutenant-Governor of Upper Canada, and dated 24th May, 1826:—

"In lieu of the before-mentioned 820,430 acres of Clergy Reserves, His Majesty's Government will grant and convey to the Canada Company for the same price (£150 3s. 4y.) a block of land containing one million acres in the territory lately purchased from the Indians "London and Western Districts." This agreement was subsequently so far modified as to include 1,381,113 acres at the same price, and did not interfere with the original grant of "Crown Reserves" which, on a recent survey, were found to contain 1,381,113 acres instead of 820,430, making a total of two and a half millions of acres, all which this powerful Company became possessors of. Most of this was in the best parts of the Province, which was granted *en bloc* comprised probably the fertile section of equal area in America, and included the present Townships of Biddulph, McGillicuddy, East and West Williams, in the County of Middlesex; Blainville, Downie, La Thèze, North and South Fullerton, Hibbert and L'Amour, in the County of Northumberland; Godrich, Hay, Hilda, McKillop, Stephen, Tuckermith and U'Sborne, in the County of Huron; and Boscomp in the County of Lanark. The townships were all named after prominent nobles or directors of the Canada Company.

The Company laid out several towns which have attained a commanding importance, including Galt, under the manager and chief commissioner in Canada, Sir Alex. F. Galt and Mr. Justice Galt, Stratford and Godrich. As a financial enterprise it proved a great success, the profits exceeding the investment many times over, and as an incentive to settlement it was equally advantageous to the thousands of Old Country immigrants being induced to come in and settle on their lands, which have developed into one of the most wealthy and productive sections of the whole Dominion.

The Company's head office is in Toronto, and still own about 200,000 acres of land, chiefly in the "Crown Reserve" grant, and scattered in those parts of the Province which have been settled since 1828.

THE CANADA LAND AND EMIGRATION COMPANY

Bought so recently as 1805 the ten townships of Dundas, Harcourt, Guilford, Harbour, Brantford, York, Erie, and Chatham in Peterborough County, Longford (in Victoria County). These townships, in one block, were surveyed, and after a survey cost the company \$26,812, it appeared that they contained 1,412,300 acres, from which, after deducting 100,000 acres covered by swamps, etc., there remained 1,312,300 acres to be paid for at the rate of 5s. 6d. per acre; the amount paid by the company to government being \$181,062. The ordinary settlement duties on these lands are to be performed within eight years, from January, 1805; and ten per cent. of the purchase money is to be refunded to the company for the construction of leading lines of road, subject to government inspection. Besides these expenses, the company paid nearly \$100,000 more for additional surveying, making, etc., and also considerable sums in provision for their estate for settlement, the furthuring of them, etc. In all, besides payments to government \$120,000 have been expended to date.

Some twenty-five miles of new road have been constructed, and twenty-five miles of the old government road have been brushed out and repaired. The company has shared the expense of many of the improvements with municipalities interested.

It should be mentioned that the Company's Township of Longford entitles to John Thompson, celebrated "Longford Mills," and now retains nine townships, which form a square. As for 1868 a charter was obtained for building a rail line through this territory, but through some "hitch" of a nature, the scheme failed to secure the government which was looked for, and was temporarily abandoned. The charter remained in force however, and in

DOMINION OF CANADA.

Before-mentioned 820,430 acres of Clergy Reserves the Government will grant and the Canada Company for the same price of £145,000 a block of land containing one million acres lately purchased from the Indians in the St. Western Districts." This agreement was so far modified as to include 1,100,000 acres of the same price, and did not interfere with the title of "Crown Reserves" which, on survey, to contain 1,389,113 acres instead of 890,430. A total of two and a half million of acres in the hands of the powerful Company became possible. That was in the best parts of the Province. That granted *en bloc*, comprised probably the most even of equal area in America, and included the Townships of Biddulph, McCallivray and West Williams, in the County of Middlesex; Downie, La Thorne, North and South Ellice, Elmhurst and Leppan, in the County of Perth; Frederick, Hay, Hall, McKillop, Stanley, Jacksmith and Ushorne, in the County of Brant; and Rosamond, in the County of Lambton. The ships were all named after prominent stockholders of the Canada Company.

The company laid out several towns which have since, in importance, including Galt, named after the manager and chief commissioner in Canada, after Alex. F. Galt and Mr. Justice Galt, Guelph, and Goderich. As a financial enterprise it was a great success, the profits exceeding the original cost many times over, and as an incentive to it was equally advantageous to the Province. It drew Old Country immigrants being induced to settle on their lands, which have since become one of the most wealthy and prosperous in the whole Dominion.

The company's head office is in Toronto, and they have about 200,000 acres of land, chiefly, however, Crown Reserves, grant and scattered all over the Province which have been settled

company known as the Victoria Railway Company, having obtained the promise of \$55,000 by way of bonus from the District, or Provisional, County of Haldimont, the Government were prevailed upon to grant the very liberal sum of \$12,000 per mile to the enterprise, as a "Colonization Road." The Canada Land and Emigration Co. also extended liberal encouragement, and the result was the completion of the road from Lindsay to Haldimont during the year 1878. The people of Peterborough town and county, Haldimont, originally belonged to that county, opposed the building of this railway with might and main, and it was not until the people of the north withdrew from the south, and formed themselves into the Provisional County of Haldimont, that they succeeded in their efforts to extend sufficient encouragement to the railway to ensure its completion. The length of this road from Lindsay to Haldimont is 50 miles. The land Company gave them a bonus of \$1,000 per mile for the first 10 miles north of Kilmount.

The value of free grants which the Ontario Government introduced in their wild lands of the Muskoka District, immediately adjacent to Haldimont, for many years seriously impeded the settlement of the lands of the Canada Land and Emigration Company. Now, however,

as a railway has been built into the heart of the territory and the enterprise and liberality of the company have applied it with a system of highways, people desiring to come are beginning to realize the fact that it is better to pay something for the advantages they offer than to get land free, but without facilities of this description, and under the tenets of this last impression, the settlement of this territory has lately received an impetus which promises at no distant day to make Haldimont one of the most wealthy counties.

There are many remarkable signs that a prolonged period of unexampled prosperity is dawning in Ontario, and it may fairly be claimed that her growth and population must for several decennial stages equal, if not exceed, those recorded in the past. Among other reasons for arriving at this conclusion the following are suggestive: The migration of the native born from Ontario has almost ceased, while numbers of American citizens, farmers, immigrants, miners or lumber merchants, are making that Province their home. Emigration from the Empire in continent and Great Britain is encouraged by reduced rates of passage-money and free grants of 100 acres to actual settlers. The Legislature, moreover, votes large funds for the construction of national colonization roads, extending into the unoccupied public domain. Railways liberally subsidized, either under construction or projected, and intersecting every district, connect every section of the Province with that great railway artery of the Dominion, the Grand Trunk, thus affording facilities for the conveyance of emigrants to public lands, enhancing the value of farm produce and real estate, and calling into activity long dormant manufacturing and mining industries.

No language can convey so vivid a picture of the prodigious strides in population and civilization of counties a few years since wild and untenanted, like the present Nipissing region, as the passionless figures of the census. In 1827 the Huron country was an unbroken wilderness; in 1841 the counties of Huron, Perth, and Bruce counted only 5000 inhabitants; in 1851 the number had risen to 37,589; while in 1871 the enumeration was 161,216, being nearly thirty fold within thirty years; a rate of progress rarely paralleled amongst a population exclusively devoted to agriculture, and without the attractions of manufacturing centres.

TORONTO.

TORONTO, the seat of the provincial government, with a population in 1871 of 50,000, is now estimated at upwards of 90,000. Its port opening on Lake Ontario, is the principal inland port of the Dominion.

Toronto Bay, which was until recently formed by a low narrow peninsula running from the east of the mouth

CANADA LAND AND EMIGRATION COMPANY.

As recently as 1805 the ten townships of Deseronto, Larcourt, Guilford, Harbour, Brunton, Hay, and Chatham, Peterborough County, and (in Victoria County) these townships, all taken were surveyed, and after a survey, which cost the company \$34,812, it appeared that they covered 1,100,000 acres, from which, after deducting 110,000 acres covered by swamps, etc., there remained 990,000 acres to be paid for at the rate of 5 cents per acre, amount paid by the company to government in 1802. The ordinary settlement duties upon land to be performed within eighteen years, namely, 1805, and ten per cent of the purchases to be refunded to the company for the cost of leading, bridge, road, subject to government.

Besides these expenses, the company has since 1800 co more for additional surveying, road-ways, and also considerable sums in preparation for the settlement, the furtherance of emigration.

In all, besides payments to government, over one million have been expended to date.

Twenty-five miles of new road have been completed, and twenty-five miles of the old government road have been brushed out and repaired. The company has shared the expense of many of these improvements with municipalities interested. It should be mentioned that the Company sold the land of Longford entire to John Thompson, of the "Longford Mills," and now retain the other townships, which form a square. As long ago as 1805, the company was obtained for building a railway into the territory, but through some "hitch" of a political scheme failed to secure the government aid needed for, and was temporarily abandoned, or remained in force, however, and in 1871 the

of the Don River, and extending crescent-like for a distance of over six miles into and along the lake, is a beautiful sheet of water nearly two miles wide along the whole city front. The entrance was formerly at the south-western quarter, but the action of wind and wave has formed a second "gap" to the south-east, and the former peninsula is now an island. The harbor, however, is the best on the lakes.

Six lines of railways run through the city—the Grand Trunk, Great Western, Northern and North-Western, Toronto and Nipissing, Toronto Grey and Bruce, and Credit Valley.

The city generally is built of a light-colored brick, of a soft, pleasing tint.

The public buildings of the city are substantial in workmanship, and some of them beautiful in architectural design. Many of the stores, especially the wholesale stores, and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and the headquarters of the Educational Department of Ontario. The principal buildings are Osgoode Hall, a fine classic structure, containing all the Superior Law Courts of the Province; the Parliament buildings, of plain exterior, but now being replaced by a structure more in keeping with the growing requirements of the Province; the Lieutenant-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none on this side the Atlantic as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented with rows of stately trees. In the centre of the Park is a finely modelled and well executed bronze statue of Her Majesty Queen Victoria, by Marshall Wood, England, and a short distance from this there is a monument erected in honour of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants (1866). Trinity College is another educational institution in connection with the Episcopalian Church; and there is also Knox College, for the theological training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two schools of medicine in Toronto, each having an efficient staff of professors. There is also an ably conducted veterinary college.

Toronto possesses a large number of exceptionally fine Hotels, the Rossin, Queen's, Walker, Windsor and American being a credit to any city. The first-named is an immense structure, and, as a hotel, has no equal in the Dominion, with the single exception of the Windsor of Montreal.

The city also has the two finest opera houses in the Dominion, besides one theatre, and a number of magnificent music halls.

The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated the lunatic asylum; the Crystal Palace, for holding the provincial agricultural exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the custom-house; the Government School of Technology; the new post-office, a fine specimen of the Italian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car-building shops, rolling mills, several breweries and a mammoth distillery, car-

riage factories, tanneries, soap-works, cable-works, machine-shops of all kinds, pork-packing, sewing-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is extensive and rapidly increasing.

Some twenty chartered banks have a city, nearly one-half of which have also branches here, besides a very large number of mortgage, insurance companies, and private brokers in general banking business. Of over a hundred churches, the seven finest are the St. James and St. Michael's (R. C.) Cathedrals, the Wesleyan (Meth.), St. Andrew's (Pres.), Jarvis Street (Pres.), and Gerrard Street (Pres.), all magnificent structures. The spire of St. James is the highest on the American continent, and its clock is the finest in the world, with the single exception of the Strasbourg cathedral clock.

The assessed value of real estate—about \$100,000,000 in 1874—had increased by 1880 to \$52,533,000.

OTTAWA.

OTTAWA, the capital of the Dominion, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Central, Q. M., O and Occidental, and St. Lawrence railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great trade of the Ottawa River and its tributaries. It is the seat of the Upper and Lower Town by the Rideau, which connects it with Kingston. The locks here are numerous, and are very massive.

The town was founded in 1827 by Colonel By. It was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1880 was 21,545; and is now, with suburbs, about 35,000.

The chief attraction in Ottawa is the Parliament buildings, which occupy an elevated piece of ground, twenty-five acres in extent and 150 feet above the level known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river, with its moving rafts, steamers, barges, and canoes, flows on through splendid hill-ranges towards the city, the distance the fine suspension-bridge which spans the majestic river just above the Chaudière Falls. The eye, even though it be tempted to rest on the beauty of the cascade sweeping by craggy and abrupt islands, and plunging into the basin beyond, part of its waters disappear in a mysterious way, beyond the cascade glitters the broad river, flowing down the rapids Des Chênes; and in the background rise towering hills and mountains, brilliant with purple and gold when the sun is low, and view and gilds their lovely summits with beams.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in 1860, are constructed of a light-colored sandstone in the township of Nepean, in the valley of the Rideau. The walls and arches are relieved with cuttings of Devonian sandstone from Ohio, and the stone from Potsdam, N. Y. The roof is covered with purple and green slates, and the pillars are decorated with wrought-iron castings. The structure is the Italian Gothic, and the south-western quadrangle is formed by the Parliament buildings, 100 feet in length. The two departmental buildings are 100 feet long. The rear is open, and will be reached by a suitable ornamental screen. The committee room is at the front of the building. The library is a detached circular building, with a dome 90 feet in diameter, in the rear of the central tower, 250 feet high. The legislative halls are on each side of the library. The main building. The dimensions of these halls are the same as those of the House of Lords, namely, 45 feet; they are situated on the ground-floor, and are reached from above. The library is constructed at

factories, tanneries, soap-works, cabinet factories, of which is the largest in the Dominion, car-wheel works, machine-shops of all kinds, pork-packing houses, saw-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is very extensive and rapidly increasing.

Some twenty chartered banks have agencies in the nearly one-half of which have also their head offices besides a very large number of mortgage, loan and insurance companies, and private brokers who do a general banking business. Of over a half hundred churches, the seven finest are the St. James' (Episcopal), St. Michael's (R. C.) Cathedrals, the Metropolitan (Anglican), St. Andrew's (Pres.), Jarvis Street (Baptist), Bond Street (Cong'l), and Gerrard Street (Pres.) Churches—magnificent structures. The spire of St. James' is the tallest on the American continent, and its tower clock is the finest in the world, with the single exception of the Bourges cathedral clock.

The assessed value of real estate—about \$38,000,000 in 1874—had increased by 1880 to \$52,533,270.

OTTAWA.

OTTAWA, the capital of the Dominion of Canada, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Canada Railway, Q., M., O. and Occidental, and St. Lawrence and other railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great lumber trade of the Ottawa River and its tributaries. It is divided into Upper and Lower Town by the Rideau Canal, which connects it with Kingston. The locks here are eight in number, and are very massive.

The town was founded in 1827 by Colonel By, R.E., and was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1871 was 15,000, and is now, with suburbs, about 35,000.

The chief attraction in Ottawa is the government buildings, which occupy an elevated piece of ground, about thirty-five acres in extent and 150 feet above the river, known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river with its many rafts, steamers, barges, and canoes rolls swiftly through splendid hill-ranges towards the south. In the distance the fine suspension-bridge which spans the Ottawa River just above the Chaudière Falls attracts the eye, even though it is tempted to rest upon the wild beauty of the cascade sweeping by craggy rocks between two islands, and plunging into the basin below, where some of its waters disappear in a mysterious way. Far and the cascade glitters the broad river swiftly rushing down the rapids Des Chênes; and in the remote background rise towering hills and mountains, often mantled with purple and gold when the sun dips from the sky and gilds their lovely summits with his parting rays.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in September, 1876, are constructed of a light-coloured sandstone found in the township of Nepean, in the valley of the Ottawa River. The walls and arches are relieved with cut-stone dressings of Devonian sandstone from Ohio, and with red granite from Potsdam, N. Y. The roofs are covered with purple and green slates, and the pinnacles ornamented with wrought-iron castings. The style of architecture is the Italian Gothic, and the south front of the building is formed by the Parliament building, 500 feet in length. The two departmental buildings are 375 feet long. The rear is open, and will be railed off with a suitable ornamental screen. The committee-rooms occupy the front of the building. The library, a beautiful circular building, with a dome 90 feet high, is the rear of the central tower, 250 feet high. The two legislative halls are on each side of the library, but in the north building. The dimensions of these halls are the same as those of the House of Lords, namely, 80 feet by 100 feet. They are situated on the ground-floor and lighted from above. The library is constructed after the plan of

the new library of the British Museum, and will hold 300,000 volumes. The two departmental buildings contain over 300 rooms, and are intended to accommodate all the departments of the government of the Dominion, and are so constructed as to be capable of extension at any future time without injuring the general architectural effect. The buildings cover nearly four acres, and cost over \$4,000,000.

Ottawa contains seventeen churches and many charitable and educational institutions, large mills and manufacturing factories, and seven banks. The Governor-General's residence is "Rideau Hall," a handsome stone structure, with thirty-five acres of well laid-out grounds, and beautiful avenues of shade-trees. It is situated in the suburb of New Edinburgh, connected with Ottawa by a street railway. Hull, also connected with Ottawa by bridges, but situated on the other side of the river, in the Province of Quebec, is a thriving town full of mills and manufacturing factories.

HAMILTON.

HAMILTON, one of the most rapidly growing and enterprising cities of the Dominion, is beautifully situated on the south-western curve of Burlington Bay, at the western extremity of Lake Ontario. It occupies a delightful position on a plateau of slightly elevated ground, winding around the base of a mountain, and has superior facilities for becoming a large manufacturing city, being accessible from all points by railway and lake navigation, and being situated in the very centre of the finest grain-producing country in the Dominion. The Great Western Railway and its branches, passing through the most fertile and populous portions of Ontario, has done much to advance the prosperity of Hamilton. Here are located the chief offices, workshops, rolling-mills, grain elevators, etc., connected with the company, in which hundreds of men find employment. The Great Western forms part of the great central route running from the Atlantic to the Pacific, comprising the Hudson River, Boston and Albany, New York Central, Great Western of Canada, and Michigan Central railroads, passing daily through Hamilton, and connecting at every important point with all other railway and steam navigation. The Wellington, Grey and Bruce Railway to Lake Huron and Georgian Bay, and Hamilton and Lake Erie, lately amalgamated with the Hamilton and North-western Railway (projected to connect with the Northern Pacific), further tend to increase the mercantile and manufacturing establishments in the city, and add still more to its general prosperity. In addition to the extensive works of the Great Western Railway, Hamilton boasts of other large manufacturing establishments which will bear favourable comparison with any in the Dominion.

There are several large sewing-machine manufactories here, the largest of which, the "Wanzer," has a world-wide reputation, and does an enormous business. Its wholesale houses rank with those of Montreal and Toronto, and its merchants are noted for their enterprise and liberality. It is the head-office of the Bank of Hamilton, and several banks have branches here, and these buildings, as well as the public buildings, churches, and many of the stores, are handsome and costly structures. The city is well lighted with gas, has an excellent system of drainage, and possesses magnificent water-works, the supply to the reservoir of which is brought from Lake Ontario, a distance of nine miles.

Five miles from Hamilton, connected by rail, and by the Desjardins Canal, is Dundas, a thriving manufacturing place, having the advantage of a stream which rushes with great impetuosity through its centre, working on its way numerous mills. The well-known machinery and agricultural works of McKecknie & Bertram and Forsyth & Co. are situated here. Population of Hamilton, 42,000.

KINGSTON, at one time capital of Upper Canada, is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It is, after Quebec, and Halifax, the strongest fort in the Dominion of Canada. There is a fort on Messauga Point, and all other accessible points are secured by batteries. There are extensive military works on Navy Point, and on Point Henry is a fortress which completely commands the harbour and town.

It has recently been selected for the site of the new military college of the Dominion.

Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. Locomotives, cars, steam engines, agricultural implements, stoves of every description, pianos and melodeons are manufactured in Kingston. There are several large foundries, tanneries, breweries etc.

Adjacent to the city is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are located. Kingston possesses two colleges—Queen's and Regiopolis—and has several handsome public buildings, such as the court-house, custom-house, city hall, banks, post office, hospital, and churches. The Grand Trunk Railway has an important station in rear of the town; freight trains run to the harbour. A railway has lately been constructed from Kingston to Pembroke, distant 120 miles. The Rideau Canal, connecting this port with the Ottawa River, has made it a place of considerable commercial importance. Population, about 10,000.

LOSPEX, the westernmost city in the Dominion of Canada, is beautifully situated on the River Thames, county of Middlesex. It is the chief seat of the county, and honestly boasts a more rapid and prosperous growth than any city in British North America. Forty years ago its present site was a wilderness; now it is a fine city, regularly laid out, having wide streets, well built upon with handsome buildings, and has the best of railway communication with all parts of Canada and the United States. By bestowing on its streets, bridges, and surroundings familiar names to former residents of the metropolis of the world—such as, among others, Pall Mall, Bond, Piccadilly, Oxford, Waterloo, and Clarence streets, Westminster and Blackfriars' bridges, etc.—it endeavours to cluster round it fond recollections of its great namesake. Its situation has justly earned for it the title of the "Forest City." It is surrounded by a rich agricultural district, which furnishes it with a large trade in wheat and other produce. In the city are a number of manufactories, mills, machine-shops, tanneries, and breweries, while immediately outside its limits are very extensive petroleum refineries. These all give employment to a large body of men, and add greatly to the wealth and importance of the city.

London contains seven branch banks, a number of fine hotels, a host of stores, an exhibition building, a lunatic asylum, orphan asylum, hospital, nine schools, a convent, four colleges, and nineteen churches (including Church of England and Roman Catholic cathedrals). St. Paul's Church (Church of England) is one of the few in Canada possessing a peal of bells.

On an eminence in the northern part of the city, surrounded by extensive grounds, is Huron College, established in 1860. Hellmuth College, established 1865, and Hellmuth Ladies' College, established 1866. These are all fine brick structures, and have at their head the Lord Bishop of Huron. The best professors are attached to each, and the highest branches of education are taught. To the energy and zeal of the Bishop, Dr. Hellmuth is this sensation of the Dominion due for the successful establishment of the two excellent institutions bearing his name. Four railway companies run their lines through the city, the Grand Trunk, Great Western, the London and Port Stanley, and recently the London Huron and Bruce, now a very important line. The depot of the Great Western is a large fine brick building. This company have also extensive workshops here.

During the summer months large numbers of invalids and tourists visit London to enjoy the benefit of its beautiful scenery, and are clamoured for their medicinal qualities.

Population in 1851, 60,041; 1861, 115,555; 1871, 158,266; and at present in the long suburbs about 30,000.

ST. CATHARINES is celebrated for its mineral spring, and for its excellent hotels. For this reason it is called the Saratoga of British America. The value of the water as a remedial agent was first brought to the notice of the public by Col. Stephenson, who likewise erected the Stephenson House, a delightful hotel, large enough to accommodate 100 visitors. The spring first discovered the water of which is used both externally and internally supplies, on an average, 130,000 gallons per day. Of this amount a large quantity, partially evaporated, is sent throughout the country in its concentrated form, and although saline in its nature is, nevertheless, unfit for the manufacture of salt. A second boring in this vicinity has resulted in the discovery of another well, the properties of which are similar to those of the one first discovered.

The Welland House and these two others are equal to any in the Province, and are fitted up with a class elegance adapted to the taste of the most fastidious. The Great Western and the Welland railways have stations here. Manufacturing of machinery and agricultural implements is carried on to a large extent, and it contains seven churches, four banks, several assurance and insurance companies, a commercial college, college institute, convent, general hospital, and five or six large flouring mills. St. Catharines is incorporated as a city, and its present population approaches 15,000.

GREY is the capital of the county of Wellington, on the River Speed, and on the G. T. and W. G. & B. railways, 48½ miles W. of Toronto. The town is built on a number of hills, which give it a picturesque appearance. It contains, besides the county buildings, churches of seven denominations, four branch banks, several assurance and insurance agencies, a library and reading room, several newspaper offices, two telegraph offices, several hotels, and about a hundred stores. The Speed here falls about thirty feet, furnishing abundant water-power to about three or four large flouring mills, two saw mill, two planing mills, and two woollen factories. The town has also manufactories of iron castings, machinery, every description, several large breweries, three sewing machine and two melodeon establishments.

This town is the centre of a rich agricultural district. It has a large retail country trade, and exports considerable quantities of wheat and flour. No place in Canada presents more excellent manufacturing facilities. There are several beds of whitish, sub-crystalline, dark brown and black dolomite, which is an excellent building stone. Valuable quarries are worked near the town. Some of the beds are turned for lime. Here is the northern terminus of the Galt and Guelph branch of the Great Western Railway, and the southern terminus of the Wellington, Grey, and Bruce. This is also one of the chief stations of the Grand Trunk Railway.

Guelph may be taken as a shining example of a prosperous and rapidly-growing Canadian town. Its population in 1851 was only 1,800; in 1861, 5,070; in 1871, 18,781, incorporated as a city in 1879, with a population at that time of 10,000.

BRANTFORD.—An incorporated city in the township of Brantford, county of Brant, admirably situated on a high ridge skirting the north bank of Grand River. It is the chief town of the county, and derives its name from Brant, the celebrated Indian chief. It is an important station on the Buffalo and Goderich branch of the G. T. R. A branch of the G. W. R. connects the town with the main line at Harrisburg, and with the Fair Line at Tilsonburg, forming a direct through line from Tilsonburg to Toronto. Brantford has agencies of the Bank of Montreal, Bank of British North America, Canada Bank of Commerce, and several assurance and insurance companies, and contains churches of ten denominations, about eighty stores, a handsome stone court-house, widows' and orphans' home, and other public buildings. The buildings erected by the Grand Trunk are on a very extensive scale, occupying eleven acres. They consist of a repair-shop, engine-house, and round-house, built of white brick. Among the manufactures of the town may be mentioned brass and iron castings, tin and japanned ware, sashes and blinds, engines and mill machinery.

NION OF CANADA.

ES is celebrated for its mineral springs and hotels. For this reason it is called British America. The value of the waters it was first brought to the notice of the phenomenon, who likewise erected the Ste. a delightful hotel, large enough to accommodate visitors. The spring first discovered is used both externally and internally, averaging 1,300,000 gallons per day. Of this quantity, partially evaporated, is seen in its concentrated form, and at its nature is, nevertheless, unfit for the drink. A second boring in this vicinity has discovered of another well, the properties of which are similar to those of the one first discovered. House and these two others are equal in price, and are fitted up with a chastity to the taste of the most fastidious. The Welland railways have manufacturing of machinery and agriculture is carried on to a large extent, and churches, four banks, several assurance companies, a commercial college, college, convent, general hospital, and five or six mills. St. Catharines is incorporated as a city, its population approaches 15,000.

capital of the county of Wellington, on the G. T. and W. G. & B. rail W. of Toronto. The town is built on a hill which give it a picturesque appearance. It contains the county buildings, churches of various denominations, four branch banks, several assurance agencies, a library and reading room, a post office, two telegraph offices, several other offices, a hundred stores. The Speed River, 100 feet, furnishing abundant water power for four large flouring mills, two saw mills, and two woollen factories. The town manufactures of iron castings, machinery of various kinds, several large breweries, three sewing-machine establishments.

It is the centre of a rich agricultural district, and carries on a large trade, and exports considerable quantities of wheat and flour. No place in Canada has so many excellent manufacturing facilities. Here is a fine deposit of whitish, sub-crystalline, dark brown granite, which is an excellent building stone. Quarries are worked near the town, and the stone is turned for lime. Here is the terminus of the Galt and Guelph branch of the Railway, and the southern terminus of the Grey and Bruce. This is also one of the best of the Grand Trunk Railway.

It may be taken as a shining example of a providentially growing Canadian town. Its population was only 1800; in 1861, 5070; in 1871, 10,000; and as a city in 1879, with a population of 10,000.

—An incorporated city in the township of Brant, admirably situated on a high point of the north bank of Grand River. It is the seat of the county, and derives its name from the celebrated Indian chief. It is an important station on the Buffalo and Godrich branch of the Grand Trunk Railway, and connects the town of Harrisburg, and with the "Air Line" forming a direct through line from St. Catharines to Brantford. Brantford has a large area of the Bank of British North America, Canadian Bank, and several assurance and insurance companies. It contains churches of ten denominations, a court-house, a handsome stone court-house, a shanty home, and other public buildings. Erected by the Grand Trunk are on a very large site, occupying eleven acres. They consist of engine house, and round-house, built of brick, and among the manufactures of the town may be seen iron castings, tin and japanned goods, and mill machinery,

agricultural implements, and stoneware produced nowhere else in the Province. In the Brantford engine works about 125 men are employed in the manufacturing of engines and mill machinery. The Victoria foundry employs over 100 men. The stoves, farming implements, etc., turned out of this establishment are in great favour in Ontario. Population, nearly 12,000.

BELLEVILLE, an incorporated city at the mouth of the River Moira, on the Bay of Quinte, the southern terminus of the Grand Junction and North Hastings Railways, and one of the chief depôts on the whole line of the Grand Trunk, is the seat of Albert University, and a very important lumber, milling, manufacturing, railway and commercial centre, with a population exceeding 12,000.

Stratford and Peterboro' each contain over 10,000; and Brockville, Chatham, St. Thomas and Windsor each between 8,000 and 10,000, while among the towns containing between 4,000 and 8,000 inhabitants are Barrie, Berlin, Bowmanville, Cobourg, Collingwood, Cornwall, Galt, Godrich, Ingersoll, Lindsay, Napance, Oshawa, Owen Sound, Paris, Petrolia, Port Hope, Simsbury, St. Marys, Whitby and Woodstock.

QUEBEC.

The Province of Quebec covers that vast extent of territory which extends from the Gulf of St. Lawrence to the point where the 45th parallel of N. latitude strikes the course of the gigantic river of the same name, occupying both sides of its valley for a distance of 650 miles; is bounded on the south by the Bay des Chaleurs, the Province of New Brunswick, and the United States, and on the north by an undetermined line, embracing within its limits the extensive watersheds of a number of rivers, amongst which the most remarkable are the Saguenay, the St. Maurice, and the Ottawa. The latter being the dividing line between this Province and the Province of Ontario along the greatest part of its course. The area of the Province of Quebec may be set down at about 120,000,000 acres of land of all descriptions.

The Province of Quebec had in 1871 a population of 1,191,576 inhabitants; at present estimated at about 1,300,000, the great majority of whom cultivate the soil. The magnificent fishing grounds of the Gulf and River St. Lawrence engage the labour of a great portion of the inhabitants of the lower part of the Province; while the immense forests of the interior, and the mines distributed from one end of the country to the other, afford a constantly enlarging field for human skill, labour, and capital.

The historical city of Quebec, containing over 60,000 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population now estimated at 200,000, is the commercial metropolis, and the principal port of entry of British North America.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for the most part settled in the fertile valley of the St. Lawrence; but in the Eastern Townships, and in the towns and cities, there is a large English-speaking population. The French still preserve with rare fidelity the language, customs, laws, and religion of their former mother country; thrifty, clean and frugal, light-hearted and cheerful, there is not a more happy or contented population on the face of the earth.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada are to be found in these townships; and perhaps the best stock on the American continent is bred and raised there.

The soil in many parts of Quebec is exceedingly fertile, and capable of high cultivation; the cereals, hay, root crops, and fruits grow in abundance and perfection.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has, is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South-western States, are unknown here, every climatic influence being healthy and pure.

The great river St. Lawrence flows through the Province. Just above Montreal it receives from the north-west the Ottawa, a river 800 miles long, and in no degree inferior to it in interest. Below Montreal it receives, on the right, the Richelieu River, having its source in Lake Champlain; the St. Francis, rising in Lake Memphremagog; and the Chaudière, the outlet of Lake Mégantic; and, on the left, the St. Maurice, the Batiscan, and the Saguenay Rivers, from 200 to 400 miles in length. The latter is the outlet of the large and beautiful Lake St. John.

The Province of Quebec is richly endowed with mines of gold, copper, iron, and other ores. Gold is found chiefly on the banks of the Chaudière. Copper is found in large quantities in the Eastern Townships. Iron is found almost everywhere, and is of superior quality. Lead, silver, zinc, platinum, etc., also occur in various sections. At the present time there are over 6,000,000 acres of Crown lands surveyed and ready to be disposed of, and over 100,000,000 unsurveyed.

LANDS.

Lands purchased from the government are required to be paid for in the following manner: One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is, from 20 cts. to 60 cts. per acre (10*d.* to 2*s.* 5½*d.* sterling), that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and opening roads.

The purchaser is required to take possession of the land sold within six months from the date of sale, and to reside on or occupy the same at least two years, and to clear and have under crop within four years ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least sixteen feet by twenty feet. The letters patent are issued free of charge.

On eight of the great colonization roads 81,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over eighteen years may demand a permit of occupation from any Crown lands agent, and if at the end of four years he has cleared twelve acres and built a house, he may take out letters patent free of charge.

The parts of the Province of Quebec very inviting colonization are the valleys of the Saguenay, St. Maurice, and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

The settlement in the valley of the Saguenay is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. There are about 610,000 acres in this district surveyed and divided into farm lots for sale to settlers at 20 cts. (10*d.* stg.) per acre. The soil in this locality is very rich, being argillaceous, mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec

The territory watered by the St. Maurice carries covers an immense region of 24,140. There are at present surveyed and divided 180,000 acres, for sale at 30 cts. per acre.

The recent exploration in the valley of a tributary of the Upper St. Maurice, dra tract of land about seventy-five miles beyond the Laurentian chain, has revealed the existence of a tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from Joliette, the second from Terrebonne—thirty-six miles apart—have already been made as the Matawan. Settlement is taking place.

In the Ottawa valley the number of acres and divided into farm lots is 1,035,931,0 at 30 cts. per acre (1*s.* 2¾*d.* stg.). The of these lands is going on very rapidly, and are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa carry large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in ice for export to Southern markets, where they bring a high price.

In the Eastern Townships the government has 935 acres of wild lands, which it offers at 60 cts. (1*s.* 9*d.* to 2*s.* 5½*d.* stg.) per acre. The Eastern Townships is proceeding very rapidly, and are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The townships in the Eastern Townships are hilly, well watered with rivers, brooks, and affording considerable hydraulic power.

The farmers, generally speaking, prosper, and have good facilities of communication and commerce. Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The government have 1,706,000 acres, divided into lots, for sale at 30 cts. (1*s.* 2¾*d.* stg.) per acre.

An important colonization road has been opened through the centre of this tract, called the Taché road, which is 100 miles long. This is intersected with cross roads, and the settlements on the shore of the St. Lawrence.

The survey of the Intercolonial Railway has opened up of a new township in Metapedia, the soil of which is reported very good. Colonization doubtless soon follow the railway.

To the east of the Metapedia road is the district of Gaspé, forming an area of 8613 acres, bounded by the St. Lawrence and the Gulf of St. Lawrence. It is in great part rocky and unproductive; but there are many portions which are fertile, and its fishing grounds are said to be very advantageous in the Dominion. Both sea and land are used for manure by the farmer. The government offers for sale 741,000 acres of land in Gaspé at 30 cts. per acre (10*d.* to 1*s.* 2¾*d.* stg.).

The greater portion of the Province is covered by forests consisting chiefly of white and red pine, and quantities of this timber are annually sawed. The other kinds of timber are ash, birch, hickory, black-walnut, maple, cherry, but

The lumber regions of Canada must be managed, long remain a fruitful source of wealth to the Provinces of Quebec and Ontario. The increasing and progressive demand in Great Britain, the United States, the West Indies, and South America for rough and manufactured timber has given value within the last decade to timber land. As a natural result, explorations have been made in the interior, and regions long neglected are now of commercial value. Timber limits vary from 10 to 20 years to the standing of the lessees, many of the timber establishments holding hundreds of acres. The governments of Ontario and Quebec have acquired their proprietary rights; they have found of proprietary right, merely leasing. Formerly the leases were of short duration, at moderate rates; but experience taught

territory watered by the St. Maurice and its tributaries covers an immense region of 24,140 square miles. It is at present surveyed and divided into farm lots of 100 acres, for sale at 30 cts. per acre (1s. 2½d. stg.) The recent exploration in the valley of the Matawan, tributary of the Upper St. Maurice, draining a larger area of land about twenty-five miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of settlers.

Two parallel roads, the first starting from the town of St. Maurice, the second from Terrebonne—a distance of six miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

The Ottawa valley the number of acres surveyed and divided into farm lots is 1,035,931, offered for sale at 30 cts. per acre (1s. 2½d. stg.) The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in many of these back waters, and packed in snow for transport to Southern markets, where they bring a high price.

In the Eastern Townships the government owns 453,700 acres of wild lands, which it offers at from 40 cts. to 100 cts. (1s. 9d. to 2s. 5½d. stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlement. The climate is somewhat milder than at Quebec or Montreal. The townships in their general features are hilly, well watered with rivers, brooks and lakes, and yielding considerable hydraulic power. The soil is rich, and the farmers, generally speaking, prosperous. They have good facilities of communication and good markets.

Near Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The government have 1,706,000 acres, divided into farm lots, for sale at 30 cts. (1s. 2½d. stg.) per acre. An instant colonization road has been opened through the centre of this tract, called the Taché road, of 209 miles in length. This is intersected with cross roads connecting the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Metapediae valley, the results of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Metapediae road is the immense tract of Gaspé, forming an area of 8613 miles of superlatives, bounded by the St. Lawrence and the Bay of St. Pierre. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most extensive in the Dominion. Both sea-weeds and fish are used for manure by the farmer. The government has for sale 741,000 acres of land in Gaspé at from 20 to 30 cents per acre (10d. to 1s. 2½d. stg.)

The greater portion of the Province is covered by forests consisting chiefly of white and red pine. Large quantities of this timber are annually sent to England. Other kinds of timber are ash, birch, beech, elm, spruce, black-walnut, maple, cherry, butternut, fir, etc.

The lumber regions of Canada must, under judicious management, long remain a fruitful source of revenue to the Provinces of Quebec and Ontario. The augmenting and progressive demand in Great Britain and the United States, the West Indies, and South America, for rough and manufactured timber has given an enormous impetus within the last decade to timber limits; and, as a natural result, explorations have been pushed far into the interior, and regions long neglected have acquired a commercial value.

Timber limits vary in size according to the standing of the lessees, many of the large lumber establishments holding hundreds of square miles. The governments of Ontario and Quebec never relinquish their proprietary rights; they invariably retain the fee or proprietary right, merely leasing the usufruct. Formerly the leases were of short duration and at very moderate rates; but experience taught the Crown land

departments that, under long leases, the limit-holders would have a direct pecuniary interest in protecting the forests from disastrous fires, and judiciously selecting their annual cuttings, so as to permit the growth of the young timber.

The following limits yet await purchasers:

	Miles.
St. Maurice territory, limits yet vacant	6,378
Gatineau " " "	1,190
Upper Ottawa " " "	9,433
Other sections of the Province, including Labrador and Gaspé	89,669

Total miles awaiting purchasers 100,670

Being equivalent to 68,259,794 acres of unsurveyed lands.

The timber limits of Gaspé only acquired a commercial value within the last few years; but now they are attracting attention, and beginning to bring in a revenue.

Under the existing system of granting licenses, the leases continue in force for twenty-one years, with the right of renewal at such bonus as the commissioners may stipulate when the lease expires. Thirty years since, two dollars per square mile was regarded as a high rate to pay for a timber limit, but the rates have advanced so rapidly, consequent on the United States' demand for lumber, that thirty and thirty-five dollars were freely paid in 1872 per square mile, for twelve hundred miles. The thirty dollars is a prime or bonus for a twenty-one years' lease, but there are annual charges attaching to each mile of limit worked, called ground rent and stumpage, amounting to some four dollars per square mile per annum.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of seven members, a Legislative Council of twenty-four members, appointed for life, and a Legislative Assembly of sixty-five members. The judicial department comprises a Court of Queen's Bench, with a chief-justice and four assistants; a Superior Court, with chief-justice and twenty-six assistants; a Court of Vice-Admiralty; Courts of Quarter Sessions; and courts for the summary trial of small causes.

Public instruction is under the control and direction of the Provincial Secretary, who is also called the Minister of Public Instruction, and who is assisted by a council of twenty-one members, appointed by the Lieutenant-Governor, fourteen of whom are Roman Catholics and seven Protestants. Primary education is so far compulsory that every citizen is bound to contribute a moderate tax assessed on his property. In municipalities where there are different religious denominations the school commissioners of the majority govern. The schools of the minority are called dissentient schools whose trustees are invested with the same authority as the commissioners of schools of the majority. In the cities of Montreal and Quebec there are separate boards of commissioners for the Protestant and Roman Catholic schools. Teachers are trained in normal schools, supported at the expense of the Province. There are in the Province nearly 4,000 elementary schools, about 250 model schools, and over 150 agricultural, commercial and special schools, besides some 20 classical colleges and seminaries. The Protestant Universities are McGill, of Montreal, founded in 1827, and Bishop's College, Lennoxville, founded 1843. The Roman Catholic University of Laval was founded by the Quebec Seminary in 1852.

The prevailing religion is Roman Catholic, considerably over 1,000,000 of the inhabitants being of that religious persuasion.

There are about 1,750 miles of railway in operation in the Province, of which the North Shore line from Quebec City to Ottawa is owned and run by the Provincial Government. The extent of this road now in operation is 300 miles (with some short branches); and the Dominion Government own and operate the same extent of road within its limits—that portion of the Intercolonial from Point Levis to the New Brunswick frontier.

DOMINION OF CANADA.

er a vast, picturesque, and grand panorama. The chief seat of manufacturing operations in the city, and it has many extensive and costly establishments, the productions of which will compare favorably with those of other countries.

There are 81 cathedrals, churches and synagogues; 25 banks, over 70 insurance, insurance in associations; 44 homes, dispensaries and asylums for infants, aged, reformed criminals, abandoned, deaf, dumb, etc., etc.; 2 general, 1 foundling, 1 children and 1 women's hospital; 33 newspapers and 7 of which are daily; 13 building societies, a very large number of literary, scientific and athletic societies. Education is represented by a very number of common schools—the *Asile de la Providence* (with 8 infant schools under it), 3 commercial schools, 7 R. C. convents, academies and seminaries, 1 University, Bishop's College, and Victoria University, Medical Colleges (affiliated)—College of Physicians and Surgeons for Lower Canada, Pharmaceutical College of Quebec, College of Pharmacy, Methodist Episcopal Theological Colleges, St. Mary's and St. John's R. C. Colleges, and the National Institute of Arts, Sciences and Industries.

Montreal is the chief depot of the G. T. Railway, and offices and chief works are at Point St. Charles, in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first of this great masterpiece of Stephenson was laid in 1854, and the first train crossed over it December 18, 1859. It is 9181 lineal feet in length—twenty spans of 242 feet each, and one (the centre, sixty feet) of 330 feet. The bridge cost nearly \$1,000,000. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication between the Rivière du Loup and Portland to Lake Huron and Montreal, and Montreal unrivalled facilities and advantages of commerce, whether foreign or domestic, making it the central depot for the traffic of Canada and the United States. The cars of the Grand Trunk Railway—longest line owned by one company and under one management in the world, and the building of which has been a feat in Canada in the proud and prosperous position she occupies to-day—run daily east and west, making close connections in Ontario with the Great Western, Brockville and Ottawa, St. Lawrence and Ottawa, Cobourg, Toronto and Marmora, Midland, Northern, Toronto and Bruce, Toronto and Nipissing, Wellington, and Bruce, and Whitby and Port Perry railroads, with the Canada Air-Line and Southern; and in the Province of Quebec with the Vermont Central, Stanstead and Chamblay, South-eastern Counties Junction, Mississippi Valley railways; and with the following, besides several others already completed, or in operation: Kennebec, North Shore, Canada Central, Richelieu, Drummond and Arthabaska counties, St. Francis and Megantic International, and the Intercolonial. The two latter roads give Montreal rail communication with St. John and Halifax, and greatly increase its trade with the Maritime Provinces. The New Brunswick Railway, now extended from Woodville to Edmonton, N. B., will also connect with the Grand Trunk at Rivière du Loup. In the Eastern States the Grand Trunk connects with several lines branching out from its principal stations, and at Portland with the line of steamers in winter, and with steamers for Boston and Halifax the year round. The Vermont Central and Montreal and Province Line railways, and connections, also afford direct communication with New York, Boston, and the principal cities in the United States. The Canada Central and North Shore railways, the former road is now being rapidly proceeded with, will prove of incalculable benefit to Montreal, by largely increasing its trade with the many prosperous sections of the Province through which they will pass, and causing the extension of its limits eastward as well as westward. There are several lines of European steamers running from Montreal during the season of navigation, the principal of which, the Allan line of splendid, powerful, fast

screw steamers, performing regular mail service, ply weekly between Liverpool and Montreal in summer, and between Liverpool and Portland in winter. During the season of navigation daily lines of steamers, propellers and other vessels, run between Montreal and Quebec, Ottawa, Prescott, Brockville, Kingston, Belleville, Rochester, Cobourg, Port Hope, Toronto, Hamilton, and many other lake and river ports, eastward as well as westward.

The city is well governed by a corporation composed of a mayor, nine aldermen, and eighteen councillors, has a fine police force, an efficient fire brigade, and the best fire-alarm telegraph system in the world. It is the principal port of entry in the Dominion, and is rapidly increasing in population and extending its city limits.

The commercial progress of Montreal is best shown by comparison. In 1863, 504 vessels arrived of 209,224 tons; in 1872, 872 vessels of 696,795 tons. In 1854 the imports were \$18,729,612, and in 1874, \$44,320,640, or nearly 250 per cent of an increase in twenty years.

The population in 1851 was 37,715; in 1861, 90,323; in 1871, 107,225; and now it is estimated at 175,000, with suburbs containing 25,000 more.

QUEBEC.

QUEBEC, the stronghold of military power in British North America, and capital of the Province, is situated on a rock-bound promontory formed by the confluence of the rivers St. Charles and St. Lawrence, 180 miles below the city of Montreal. It is very strongly fortified, completely commanding the navigation, and by military authorities is declared impregnable.

Quebec is divided into two parts, called Upper and Lower Towns. The Upper Town occupies the highest part of the promontory; it is surrounded with walls, and otherwise fortified. The ancient citadel, which crowns the summit of Cape Diamond, covers, with its numerous works, an area of forty acres, and from its position is probably the strongest fortress in America.

The chief ascents to the Upper Town are by a steep and narrow winding street and by a flight of steps.

The Lower Town, which is the seat of commerce, is built around the base of Cape Diamond, where, in many places, the rock has been cut away to make room for the houses. On the side of the St. Charles the water at flood tide formerly washed the very foot of the rock, but from time to time wharf after wharf has been projected towards low water mark, and foundations made sufficiently solid on which to build whole streets, where boats and even vessels of considerable burden once rode at anchor. The banks of both rivers are now lined with warehouses and wharves, the latter jutting about 200 feet into the stream, and along which the water is of sufficient depth to admit vessels of the largest size. The streets are generally irregular and narrow; in few instances are they well paved and lighted. The houses are principally of stone and brick, two or three stories high, the older ones with steep and quaint-looking roofs.

The city has several times suffered from disastrous fires, but the result has been the erection of more attractive buildings, and a consequent great improvement in the general appearance of the city.

In the Upper Town are several squares and public walks commanding views unrivalled for their varied and picturesque beauty. In one stands a substantial monument, erected to the joint memory of Generals Wolfe and Montcalm, the English and French commanders who fell at the taking of Quebec in 1759. It consists of an obelisk resting on a granite pedestal, the whole 65 feet high. A monument 40 feet in height marks the spot where General Wolfe fell on the Plains of Abraham; while on the St. Foy road stands an iron pillar surmounted by a bronze statue, presented by Prince Napoleon Bonaparte in 1855, intended to commemorate a fierce struggle which took place here in 1766 between the British and French troops. There are also other interesting objects throughout the city—the Roman Catholic Cathedral, with its many fine old paintings; the Episcopal, Presbyterian, and other churches; the Esplanade, Houses of Parliament, hospital, new gaol; "Spencer Wood," the residence of the Governor; Morris College; the Laval University, erected at a cost of nearly

halt a million dollars; the beautiful new custom-house at Point à Carey, etc., etc. The Montmorenci Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Dominion.

The educational institutions comprise three Roman Catholic colleges, viz.: Laval University, with faculties of law, medicine, and arts; the Grand Seminary, and the Minor Seminary; the Ursuline convent, an extensive establishment founded in 1641; several nunneries; Morrin College, with ten professors; Laval Normal and Model School; the Quebec High School; and a number of academies and private and public schools.

Quebec ranks third as a seaport town, or first after Halifax, N. S., and St. John, N. B. She carries on a considerable trade with the surrounding country and with the ports and fisheries below, but her principal business is ship-building and the lumber trade. She annually launches a large number of vessels, rigged and equipped, and of varying tonnage (from 1200 to 2000 tons and more), and exports millions of feet of timber, besides other produce of the country. The building of the Gosford Railway, together with the recent construction of the North Shore and Levis and Kennebec railways, will prove of incalculable benefit to Quebec, and add much to her commercial prosperity. The North Shore Railway now gives her direct communication with the places lying westward between her and Montreal on the north shore of the St. Lawrence, as she also has with the south by the Grand Trunk Railway and the Levis and Kennebec Railway, with the State of Maine and Province of New Brunswick. Quebec is well lighted with gas, and abundantly supplied with excellent water from Lake St. Charles, at an elevation of several hundred feet above the highest level of the town. A continuous stream of water can be thrown, by its own pressure, over the highest buildings in the city, rendering next to impossible, with the assistance of a good fire brigade and an excellent fire alarm telegraph system, recently introduced, the recurrence of any of those serious conflagrations which have acted so injuriously on Quebec's prosperity. Opposite the city are two very important and flourishing towns—Levis and South Quebec. With these there is constant communication by steam ferries. The depot of the Grand Trunk Railway is situated in the latter town. From thence trains proceed to all points west, and eastward to the railway system of the Maritime Provinces.

There are two weekly lines of steamers for the Gulf ports and Maritime Provinces. From April to November, the Richelieu Company's palace steamers ply daily between Quebec and Montreal, and during the hot months the Canadian Navigation Company's steamers make four trips a week to the Saguenay and fashionable watering places. Population, over 70,000.

THREE RIVERS, the third city in the Province, and capital of the district of Three Rivers, is most pleasantly situated on the north shore of the River St. Lawrence, at the mouth of the River St. Maurice, which is included within its limits, together with the several islands there lying. It is equi-distant (90 miles) from the cities of Montreal and Quebec. Three Rivers is the seat of a Roman Catholic Bishop, and the cathedral is one of the finest edifices in British North America. The improvement of the River St. Maurice by the government, in 1853, gave additional impetus and life to Three Rivers; about \$200,000 having been expended in erecting booms and slides on the river, which has already attracted the investment of more than \$1,000,000 in lumber operations. The source of supply of lumber furnished by the St. Maurice and its tributaries extends over a territory of about 200,000 miles. Messrs. Geo. Baptist, Son & Co., and Messrs. Ross, Ritchie & Co. have very extensive steam mills and machine shops at the mouth of the St. Maurice. The former firm also have mills of very large capacity some miles up the river. There are numerous other mills in the city and vicinity, this being the chief depot of the St. Maurice Valley and the great shipping point of lumber to the Quebec, English, West Indian, United States and South American markets. The largest

glove, mitt and moccasin factory in the Dominion is situated here; also several extensive iron works, the Robur and St. Maurice's Islet; besides a cotton factory of very large capacity; while the public buildings of the city embrace a magnificent water system on the Holly principle.

The causes that have hitherto militated against the development of the numerous resources of the district,—namely, the lack of railway communication, the extent of impracticable navigation of the St. Lawrence in rear of the city,—have been greatly removed by the building of a first-class branch of the Grand Trunk Railway connecting Three Rivers with Arthabaska, opening a direct communication with five New States, all requiring lumber, and Three Rivers is the nearest and cheapest market whence they could be obtained. The North Shore Railway also adds very much to its commercial and manufacturing facilities. Three Rivers has a population of over 12,000.

SHERBROOKE, the principal town in the Eastern Townships, is situated on the River St. Francis, on both banks of the River Magog, and on the Grand Trunk and the Ottawa Valley Railways, and at the western terminus of the St. Francis and Lake Megantic International Railway. It is chiefly famous for its water-power, which for its extent and availability is scarcely equalled in any other part of Canada. It contains the head offices of the Bank of Montreal, the Townships Bank, two branch banks, the chief offices of the Canada of the British America Land Company, the Assurance and Insurance agencies, churches of five different denominations, and manufactories of woollen and cotton goods, cloths, flannels, iron castings, machinery, axes, and also saw-mills, breweries, etc. Population, 8,000.

ST. HYACINTHE.—A city on the Yamaska River, in the County of St. Hyacinthe, *chef-lieu* of the County of St. Hyacinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St. Hyacinthe is one of the most flourishing places in the Province of Quebec. The local business is conducted in the markets are second only to those of Montreal. It regards the variety, quality, and value of the goods brought in. It possesses many public establishments of great importance. The college is a fine cut-stone building, over 700 feet long, and is surmounted by a spire from the top of which there is an extensive view. The institution possesses an excellent library, physical and astronomical apparatus, chemical laboratory, and grounds around the college are very fine. The office of the St. Hyacinthe Bank is here, and there are many manufactories of various kinds. The Grand Trunk Railway passes through the city, and places it at a distance from Montreal, seven hours from Quebec, and twelve hours from Portland. Population, 7,000.

NEW BRUNSWICK

NEW BRUNSWICK is bounded on the north by the Province of Quebec, from which it is separated by the River Restigouche; north by the Baie Chale, by the Gulf of St. Lawrence and Northumberland Straits, the latter separating it from Prince Edward Island; south by the Bay of Fundy and part of Nova Scotia; and on the west by the State of Maine, which it is separated by the St. Croix and the International rivers; extending from latitude 45° 5' to 48° 5' north, longitude 63° 50' to 68° west; greatest length north to south, 230 miles; breadth, 190 miles; area, 17,486,280 acres. Its coast is about 500 miles in length, interrupted only at the point of junction with Nova Scotia, where an isthmus more than eleven miles in breadth connects the two territories and separates the waters of the Northumberland Strait from those of the Bay of Fundy, and it is proposed to unite by means of a canal, the Bay Verte Canal.

The surface of the country is generally flat or rolling. There are some hills skirting the Bay of Fundy and the rivers St. John and Restigouche, but elsewhere assume mountain summits. The shores of the Gulf of St. Lawrence and Northumberland

tt and mocassin factory in the Dominion is here; also several extensive iron works, including or and St. Maurice Flet; besides a ear-wheel very large capacity; while the public improve- the city embrace a magnificent water-works the Holly principle.

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ROCKE, the principal town in the Eastern Town- situated on the River St. Francis, on both banks ver Magog, and on the Grand Trunk and Ma- Valley Railways, and at the western terminus of Francis and Lake Megantic International Railway, ly famous for its water-power, which for extent ableness is scarcely equalled in any other town a. It contains the head offices of the Eastern as Bank, two branch banks, the chief office in of the British America Land Company, several and insurance agencies, churches of five or six tions, and manufactories of woollen and cotton nels, iron castings, machinery, axes, pails, etc.; mills, breweries, etc. Population, 8,000.

ACINTHE.—A city on the Yamaska River, seigni- county of St. Hyacinthe, *chef-lieu* of the district acinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St. e is one of the most flourishing places in the of Quebec. The local business is considerable, markets are second only to those of Montreal as the variety, quality, and value of the articles n. It possesses many public establishments of portance. The college is a fine cut-stone build- 700 feet long, and is surmounted by a cupola, top of which there is an extensive view. This n possesses an excellent library, physical and ical apparatus, chemical laboratory, etc. The around the college are very fine. The head- the St. Hyacinthe Bank is here, and extensive ries of various kinds. The Grand Trunk Rail- es through the city, and places it at two hours' from Montreal, seven hours from Quebec, four- s from Portland. Population, 5,000.

NEW BRUNSWICK.

BRUNSWICK is bounded on the north-west by ince of Quebec, from which it is separated by Restigouche; north by the Baie Chaleurs; east Gulf of St. Lawrence and Northumberland the latter separating it from Prince Edward south by the Bay of Fundy and part of Nova and on the west by the State of Maine, from is separated by the St. Croix and St. John extending from latitude 45° 5' to 48° 40' north. e 63° 50' to 68° west; greatest length from south, 230 miles; breadth, 190 miles; area, 27,322 miles, equal to 17,486,280 acres. Its coast-line is 0 miles in length, interrupted only at the point on with Nova Scotia, where an isthmus of not an eleven miles in breadth connects the two s and separates the waters of the Northumber- it, from those of the Bay of Fundy, and which posed to unite by means of a canal, called the e Canal.

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abound in fine ship-harbours (each at the mouth of a considerable river) from which is exported much fine timber. For about twelve miles inland the country is low and skirted with marshes.

The face of the Province is traversed in all directions by navigable rivers, chief of which is the St. John, 500 miles in length. It is navigable for steamers of 1000 tons to Fredericton, ninety miles from the sea. Above this point smaller steamers ascend sixty-five miles, to Woodstock, and occasionally make trips as far as the Tobique, seventy-five miles further on, and even to the Grand Falls, a magnificent cataract seventy or eighty feet perpendicular, 225 miles from the sea. Above the falls the St. John has been navigated by a steamer to the mouth of the Madawaska, forty miles; from this point boats and canoes may ascend almost to its sources. The Madawaska River is also navigable for small steamers to Lake Temiscouata, a sheet of water twenty-seven miles long, from two to six miles broad, and of great depth throughout. From the upper part of this lake to the River St. Lawrence, at Trois Pitoies, the distance is only about eighteen miles. The country drained by the St. John and its tributaries comprises about 9,000,000 acres in New Brunswick, 2,000,000 in Quebec, and 6,000,000 in Maine. The valley is remarkable for its fertility and picturesque beauty. After the St. John, the largest river of New Brunswick is the Miramichi, flowing north-east into an extensive bay of its own name. It is 225 miles in length, and seven miles wide at its mouth. It is navigable for large vessels twenty-five miles from the Gulf, and for schooners twenty miles further, to the head of the tide, above which, for sixty miles, it is navigable for tow-boats. The river has many large tributaries spreading over a great extent of country.

The Petiteodiac, the Richibucto, and the Restigouche are noble rivers, navigable for from fifteen to twenty-five miles above their mouths for large vessels, and draining over 8000 square miles of fertile and finely timbered country.

Among the numerous bays with which the coast is indented, the most important is the Baie des Chaleurs, an immense haven ninety miles in length and twelve to fifteen in breadth, with many excellent harbours. Throughout its whole extent there is neither reef, rock, nor shoal, nor any impediment to navigation.

The climate of this Province is exceedingly healthy. Disease, peculiar to the country, is unknown. Its beautiful scenery, sometimes wild and picturesque, with its hills and mountains; its beautiful rivers, brooks, and lakes abounding in fish; its sunny dales and wooded valleys, have their attractions.

The autumn is a season of exceeding beauty, the air being dry and clear, and the woods glowing with innumerable tints of the richest and most brilliant hues.

The prevailing summer winds are from the W.S.W. and S.; when from the S.W. dense fogs are often produced on the Bay of Fundy, and extend from fifteen to twenty miles inland.

Of the soil and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. A large portion of the surface is covered with dense forests of pine, hackmatack, spruce, cedar, etc., etc., which provide immense quantities of timber both for export and ship-building. All kinds of cereals and fruits (except peaches) ripen perfectly and are of excellent quality. The potatoes raised in this Province are the best in the world. Turnips, peas, beans, and other leguminous plants thrive admirably. A most profitable crop is grass, which occupies about four-fifths of the land on every large farm. Agriculture, however, has made but slow progress, and the demand for food is far beyond the supply raised on the soil. The inhabitants generally find it more profitable to follow the lumbering business. The rivers, lakes, and sea-coast of New Brunswick abound with fish of almost every variety. In Baie des Chaleurs immense shoals are seen, darkening the surface of the water. The Bay of Fundy has long been celebrated for its fisheries.

The salmon fisheries of New Brunswick are among the finest in the world. The Buctouche, Caraquette, and Cocagne oyster-beds are as prolific as they are famous, and the finest lobsters are found in profusion.

Ship-building is extensively prosecuted in the Province, more especially at St. John and on the Miramichi. Vessels are also built at St. Andrew's, at various coves and harbors on the Bay of Fundy, along the banks of the St. John and Petitcodiac, and at Cocagne, Richibucte, Bathurst, Dalhousie, Campbellton, and other ports on the north shore. The statistics of these two industries are given among the "Dominion Statistics."

Coal is plentiful and iron ore abundant; the former is said to extend over 10,000 square miles. The Albert coal mine is the most valuable deposit of bituminous matter on this continent. It produces 100 gallons of crude oil per ton, and the coal is worth for gas making \$14 to \$17 per ton at the shipping port.

Copper and manganese also abound. A large deposit of the former has been discovered on the banks of the Nepisiquit River, which falls into Bathurst Bay, and another of plumbago within half a mile of St. John. The supply of the latter is said to be inexhaustible. Gypsum, limestone, freestone and grind-stone abound.

The principal articles manufactured in New Brunswick are sawn lumber, leather, cotton and woollen goods, wooden ware of all descriptions, paper, iron castings, nails, mill machinery, locomotives, steam engines, &c. The number of saw mills in the Province is very large.

The great extent of sea coast, with its numerous bays and navigable rivers flowing into them, furnish admirable facilities for commerce. The principal exports are fish, timber and lumber, iron, coal, gypsum, shooks, hay, &c. The chief imports are wheat, flour and cornmeal, corn and other grain, salted meats, coffee, sugar, tea, molasses, tobacco, woollen, cotton and silk manufactures, fruits, &c. The value of imports into the Province has exceeded \$10,000,000 in a single year—the exports aggregating two-thirds of that amount. The imports at the Port of St. John alone have aggregated between \$8,000,000 and \$9,000,000 in a single season while the exports from the same port during the same time exceeded \$4,000,000.

There are six railways in the Province—three of which—the Albert, the Intercolonial, and the New Brunswick roads—have been only recently completed, the last in 1877. The Intercolonial, in this Province, runs from St. John to Halifax, with branch to Shidiac. The head offices are at Moncton. The St. John and Maine Railway (late European and North American) runs from St. John westward to the State of Maine, connecting at Fredericton Junction with the Fredericton Branch Railway, at McAdam with the New Brunswick and Canada Railway, and at Vanceboro' with the rail system of the United States. This road forms a connection with the St. Francis and Lake Megantic International Railway recently built from Sherbrooke eastward. By this connection the all-rail route between Montreal and St. John has been reduced to 430 miles. (By the Intercolonial the distance is 704 miles.) The New Brunswick and Canada Railway proceeds from St. Andrew's to Woodstock, with branches to St. Stephen and Houlton, Maine. The line connects at Woodstock with the N. B. Ry. running from Fredericton, whence it is to be extended to Riviere du Loup. It also has a branch up the Atwood, into Maine. Two other roads are in progress—the Grand Southern skirting the Bay of Fundy from St. John to St. Stephen, and the Kent Northern connecting Richibucte with the Intercolonial.

The growth of the Province has been steady and large. In 1783 the population was 1,635,00, in 1871, 283,777 (an increase of nearly fifty per cent.); and now it is fairly estimated at considerably over 300,000.

The land system of New Brunswick is non-sectarian and *pro-tem* *pro-terra*. The Province is all by grants about 1800, and sold with a rate on property support *pro ratione* of the several numbers of acres in abundance. There are 100,000 acres of New Brunswick and several

Under the land system of this Province, as established by the Act of 1872, Crown lands suitable for agriculture and cultivation are set apart, and public roads through the same.

These lands are granted to actual settlers one hundred acres. The terms of settlement require the settler build a house, not less in dimensions than by twenty feet, and shall clear and cultivate more than three acres within one year, and further cultivate not less than ten acres in all within three years, and reside actually and continuously on such three years, necessary absence excepted.

By the Act of 1868, a grant of one hundred land could be purchased for \$20 cash, or \$30 annual instalments, all to be expended in land through the settlement; but the new Act is in terms. Several hundred thousand acres were applied for and settled under the old Act, and new one large tracts are settled by immigrant English and Scotch.

The affairs of the Province are administered by the tenant-Governor, aided by an Executive Council, members, a Legislative Council of eighteen members, and a House of Assembly of representatives elected every four years. The department comprises a Supreme Court, with four puisne judges having law and equity jurisdiction of Marriage and Divorce, a Vice Admiral, and a County Court for each county in the Province.

New Brunswick was first settled by the French. It continued to form part of Nova Scotia until the present limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by special constitutional charter. When the United Kingdom gained their independence, a considerable number of exiled loyalists, about five thousand persons, fled in 1783 to New Brunswick where they were with land, provisions, tools and clothing by the government. These loyalists may be looked upon as the founders of New Brunswick, and their descendants form a considerable part of the population.

It is urged and believed that this Province is congenial to English, Scotch and Scandinavian grants; the climate is no more severe in winter than theirs, and the soil is better. But more, the order and good government inherent in them consequence the laws and political institutions of the country suit them better than those of a republic.

The Maritime Provinces afford a fine field for the development of the industry of the people. In no part of the world, excepting perhaps the Bay of Mingan, in the Province of Quebec, are the rivers so trout or salmon than those of New Brunswick.

On the whole, to the laboring man who loves industry of liberty independence, and to the farmer where the tax-gatherer's visits are, like angel far between, where he can worship God as he pleases, and where the means are not wanting, where the established Church, but all three side by side, terms, and all respectfully supported by contributions; where the choirs are free alike to all him the words "starvation and want" convey this Province offers a most desirable home.

The chief cities and towns of New Brunswick are St. John, and Charlton as its subordination. St. Stephen, St. Andrew's, Chatham, St. John, Sackville, Newcastle and Moncton.

ST. JOHN.

St. John, the commercial metropolis of the Province and fourth largest city in the Dominion, is situated at the mouth of the noble River St. John, from its source, parish and county of St. John, occupies a very commanding position, and is reached from the Bay of Fundy presents an appearance. The whole of the elevated population consists of solid rock which for the purpose

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the land system of this Province, as established by Act of 1872, Crown lands suitable for settlement have been set apart, and public roads made the same.

lands are granted to actual settlers in lots of 160 acres. The terms of settlement are that a settler shall clear and cultivate not less than 160 acres within one year, and further clear and cultivate not less than ten acres in all within three years, and actually and continuously on such land for five years, necessary absence excepted.

By Act of 1868, a grant of one hundred acres of land could be purchased for \$20 cash, or \$30 in three instalments, all to be expended in making roads on the settlement; but the new Act is still better. Several hundred thousand acres were, however, for and settled under the old Act, and under the new Act large tracts are settled by immigrants, chiefly from Scotland.

The affairs of the Province are administered by a Lieutenant-Governor, aided by an Executive Council of nine, and a Legislative Council of eighteen members appointed for life, and a House of Assembly of forty-one members, elected every four years. The judicial system comprises a Supreme Court, with a chief justice and one judge having law and equity jurisdiction; a Court of Appeal, a Vice Admiralty Court, and a County Court for each county in the Province.

New Brunswick was first settled by the French in 1604, and continued to form part of Nova Scotia until 1784, when the limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by a constitutional charter. When the United States declared their independence, a considerable number of loyalists, about five thousand persons, emigrated to New Brunswick, where they were supplied with land, provisions, tools and clothing by the British Government. These loyalists may be looked upon as the nucleus of New Brunswick, and their descendants now form a considerable part of the population.

It is generally believed that this Province is peculiarly adapted to English, Scotch and Scandinavian immigration. The climate is no more severe in winter than in England, and the soil is better. But more, the love of good government inherent in them makes, in consequence of the laws and political institutions of this country, suit them better than those of a republic. The Maritime Provinces afford a fine field to anglers. The art of the world, excepting, perhaps, the Saguenay, in the Province of Quebec, are there finer for trout or salmon than those of New Brunswick. The whole, to the laboring man who loves a free country of liberty independence, and rough plenty, the tax-gatherer's visits are, like angels', few and far between, where he can worship God as he pleases, where the means are not wanting, where there is no sectarian Church, but all thrive side by side on equal terms, and all respectfully supported by willing contributors, where the schools are free alike to all, where to words "liberty and want" convey no dread, the Province offers a most desirable home.

The chief cities and towns of New Brunswick are St. John, St. Stephen, St. Andrew's, Chatham, Woodville, Newcastle and Moncton.

ST. JOHN.

ST. JOHN, the commercial metropolis of the Province and fourth largest city in the Dominion, is situated on the north bank of the noble River St. John, 100 miles from the ocean, parish and county of St. John. It occupies a very commanding position, and when approached from the Bay of Fundy presents an imposing appearance. The whole of the elevated portion of the city is a solid rock which, for the purpose of forming

tolerable streets has had to be cut down at an incredible expense.

St. John is the *entrepôt* of a wide extent of country, abounding in agricultural resources, minerals, and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbor open all the year round, with regular steam communication with all the main ports of Nova Scotia and the northern portion of the United States, with first-class railways running from it in every direction, with extensive maritime and manufacturing interests, insures the certainty of its becoming a city of the greatest commercial importance.

In 1873 (by the official report published) the imports were \$8,418,758, and the exports \$4,107,550; and the government statistics for 1874 (the most prosperous in its commercial history) showed an unparalleled increase—the customs duties for that year exceeding those of 1873 by nearly 25 per cent.

The position of its harbor, and its entire freedom from obstruction by ice—the only harbor in America, north of Cape Hatteras, which *always* preserves this immunity—owing to the tide falls of the Bay of Fundy, which vary between twenty-one and twenty-five feet, gives it great advantages over all other ports in the Dominion, and tends largely to its commercial importance. Its facilities for ship-building are very extensive. A large trade is carried on in this important branch, also in its principal article of export—lumber. The latter includes the shipment of deals to England, pine timber to the United States, and shooks to the West Indies. Numerous mills and manufactories surround the harbor, which is almost at all times covered with shipping.

The entrance of the River St. John into the harbor, about 1½ miles above the city, is through a rocky gorge, 100 yards wide and 400 yards long, occasioning very remarkable falls. At low water, the waters of the river are about twelve feet higher than those of the harbor, at high water the waters of the harbor are five feet higher than those of the river, hence the phenomena of a fall upwards and inwards at every tide. Above the falls the tide seldom rises more than four feet. When the waters of the harbor and river are on a level, vessels can pass the falls, and this can be effected only during a period of fifteen or twenty minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about 17 feet. Spanning the rocky gorge about 100 feet above low water, is a magnificent suspension bridge 640 feet in length, 182 feet shorter than the bridge at Niagara. A fine view of portions of the city and surrounding district is to be had from the bridge, as also of the rushing waters immediately beneath it, which at times present a splendid scene.

St. John has the largest and finest rolling and iron-mills—the Collibrook Iron-works and Rolling-mills—in the Dominion, and manufactories of iron castings, steam-engines, machinery, edge-tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar-boxes, etc. Its most important branch of industry, however, is ship-building.

The streets of St. John are wide and chiefly laid out at right angles. King and Prince William Streets are the principal thoroughfares. On the western side of the harbor is Carleton, a thickly settled district and part of the city, and joined to the city but not incorporated thereto is the populous suburb of Portland. The city is lighted with gas, and has an excellent fire brigade and unsurpassed water supply. There are six banks in the city: Bank of Montreal, Bank of New Brunswick, Bank of British North America, Maritime Bank, Bank of Nova Scotia, and a savings bank.

St. John boasts of numerous handsome public buildings, stores and private residences. Among the former may be noticed the churches, especially the Cathedral of the Immaculate Conception, banks, Dominion building,

the late universal commercial depression, St. John undoubtedly assert her old-time supremacy.

FREDERICTON.

FREDERICTON, a small but beautiful city in the county of York, is the capital of the Province, and is pleasantly situated on a level plain, on the left bank of the River St. John, eighty-four miles from the Bay of Fundy. The city is well and regularly laid out; its streets are straight and airy, crossing each other at right angles. Queen street is the chief business street, and on it are situated the public departments, law offices, banks, hotels. At the east end were the Province buildings, where the Provincial Legislature held its sittings; the Supreme Court also met there. These having been recently burned, new ones are about to be erected by the Provincial Legislature. At the west end stands the Government-house, a fine stone structure, with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant-Governor. On the north side of Queen street are the court-house, city hall, two large brick buildings, and the barracks—a stone structure, capable of accommodating a regiment of infantry. On York street is situated the terminus of the Fredericton Railway, and the skating rink, on Westmoreland street is the Exhibition building, a handsome wooden structure, covering nearly an acre of ground. In rear of the city, on a hill, stands the University, a large, substantial, stone building. It is well equipped, has a good staff of professors, and as a seat of learning is in high standing in the Province. There are churches in the city—Episcopal, Roman Catholic, Scotch of Scotland, Presbyterian, Methodist, Baptist, and Will Baptist. Christ Church Cathedral is a fine edifice, and a good specimen of church architecture, built after designs by the late Mr. Wills, and is an admirable model of his last work, Christ Church Cathedral at Montreal. The see house of the Lord Bishop of Fredericton is situated almost opposite. The scenery around Fredericton is very pleasing; a fine view may be obtained from the University building of the river and adjacent country. The St. John River is navigable from St. John to this city for large steamers and other vessels, and large high water steamers can proceed to Woodstock, Quebec, and Grand Falls.

Fredricton is becoming a considerable port, over 300 tons of shipping now annually entering and leaving for foreign ports. It is almost certain that its increasing trade with foreign countries must continue to increase, as it is favorably situated for certain classes of goods; but it needs better wharf accommodation and other improvements in the bed of the St. John River above the mouth, where the shoals are troublesome in summer. Opposite the city is the pretty town of Gibson, the terminus of the New Brunswick Railway, now completed to Moncton, and in contemplation to Rivière du Loup. Further down is the River Nashwaak, a few miles up which is the extensive lumbering establishment of Alexander Gibson, one of the wealthiest and most enterprising merchants in the Dominion, and the "lumber king" of New Brunswick. Fredericton is the chief terminus of the Fredericton and the New Brunswick railways. The latter connects with the St. John and Maine (formerly N. A.) Railway at Fredericton Junction, and the latter is in course of construction to Rivière du Loup. Population in 1871, 6,000; now, about 8,000.

ST. STEPHEN.—A thriving town in the parish of the same name, county of Charlotte, pleasantly situated on the banks of the River St. Croix. It is a port of entry, the south-western terminus of the St. Stephen branch of the New Brunswick and Canada Railway. A covered bridge connects St. Stephen with Calais, a beautiful town in the State of Maine, from whence it is supplied with lumber. The prospects of the town are highly encouraging. Merchants here have stores also in Calais, where they do an extensive business. Heavy lumbering operations are carried on in both towns. There are five churches in St.

Stephen, several schools, and a number of handsome residences.

Population in 1871, 6,315; 1880 (estimated), 8,000.

CHATHAM.—A beautiful town on the right bank of the Miramichi River, county of Northumberland. It is the largest and one of the most thriving towns on the north shore. Millions of feet of lumber and large quantities of fish, especially salmon, are annually exported from here. Chatham is a port of entry, is lit with gas, has a number of steam mills and foundries, and possesses several handsome buildings, a Roman Catholic cathedral, hospital and college, four churches, etc. Six miles above the town is Newcastle, the shire town of the county, and a principal station of the Intercolonial Railway. A branch railway has been built between the two towns. During the season of navigation the steamers of the Quebec and Gulf Ports Steamship Company call here weekly.

Population, 1871, 4,202; 1880 (estimated), 5,500.

ST. ANDREW'S.—A prettily situated town at the mouth of the St. Croix River. It is the shire town of the county, is a port of entry, has a good harbor, and from the healthfulness of its situation and the beauty of its scenery, offers many attractions to the tourist and pleasure-seeker. The prospects of the town were at one time highly encouraging, the harbor being almost always covered with shipping, and a very large trade done; but of late years it has lost considerably by the withdrawal of the Reciprocity treaty and the energy of its rival St. Stephen. The continuation of the New Brunswick and Canada Railway, the first line built in the Province, and the head-offices of which are located here, to Rivière du Loup, would be of great benefit to this town, and make it one of the principal ports in the Maritime Provinces.

Population, 2,061.

WOODSTOCK.—An incorporated town in the parish of Woodstock, county of Carleton, pleasantly situated on the banks of the beautiful River St. John, in the centre of a fertile and thriving agricultural district. It is the shire town of the county, and the northern terminus of the Woodstock branch of the New Brunswick and Canada Railway.

It has now direct communication by two different lines of railway—one recently completed—with Fredericton and St. John. Considerable lumbering operations are yearly carried on in Woodstock, and an iron mine discovered a few years ago has been worked most successfully. Population, 1871, 3,663; 1880 (estimated), 5,000.

NEWCASTLE.—A prettily situated town on the left bank of the Miramichi River, thirty miles from the Gulf of St. Lawrence. It is the shire town of the county, and one of the most important places on the North shore. A large amount of ship-building, facilities for which are unsurpassed, is carried on here, and a very extensive trade done in lumber and fish. The Miramichi, which is navigable to this point for vessels of the largest class, and for miles further up for smaller craft, is noted for its rich fisheries. Large quantities of salmon, herring, bass, and mackerel are annually taken from its waters, and exported from here and Chatham. A good business is also done in oysters, and in preserved salmon and lobsters. Newcastle is one of the principal stations of the Intercolonial Railway; is a port of entry; is well lighted with gas; and during navigation the North Shore and Gulf Port steamers call here regularly.

Population, 1871, 3,384; 1880 (estimated), 4,500.

SACKVILLE.—A rising village in the parish of the same name, county of Westmoreland. It is pleasantly situated at the head of the Bay of Fundy, possesses a good harbor and excellent facilities for ship-building, a number of pretty buildings, eight churches, two hotels, a steam tannery, several mills, and a foundry turning out 3,000 stoves per annum. The Mount Allison Wesleyan college and academies are situated here. These are under the control of a board of trustees and governors appointed by the Wesleyan Conference of eastern British America, but are conducted on entirely non-sectarian

principles. The male academy was founded by Mr. Charles F. Allison, of Sackville, who has also aided in the subsequently erected institutions by generous gifts and devices. Sackville will be the outlet of the proposed Baie Verte Canal.

Population, 1871, 37,967. 1880, (estimated), 52,000.

NOVA SCOTIA.

Nova Scotia originally Acadia lies between 43° 23' and 47° N. latitude, and between 61° 45' and 66° 25' W. longitude. It consists of a long, narrow peninsula called Nova Scotia proper and the Island of Cape Breton, which is separated from the mainland by the Strait of Canso. It is bounded N. by Northumberland Strait (which separates it from Prince Edward Island) and by the Gulf of St. Lawrence, N. E. S., and S. E. by the Atlantic Ocean, W. by the Bay of Fundy, and N. by New Brunswick, with which it is connected by an isthmus only eleven miles wide, separating the Bay of Fundy from Northumberland Strait. Greatest length from S. W. to N. E., 350 miles; greatest breadth, about 120 miles; area, 21,741 square miles; equal to 13,382,000 acres.

The country is beautifully variegated by ranges of lofty hills and broad valleys, both of which run longitudinally through the Province. Its Atlantic frontier, for five to ten miles inland, is composed chiefly of a poor soil, though rich in gold and other minerals. The Cobequid range of mountains, as they are called, run through the interior of the Province. The summits of a few of the conical mounts of this range ascend 1,100 feet, and are cultivable nearly to their tops. On each side of these mountains are two extensive ranges of rich arable lands, where agricultural operations are carried on extensively and with profit. The traveller through these will see thriving villages, well-stocked farms, and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The streams, too, with which the Province is beautifully watered, abound with brook trout, which is found in every lake and stream and in some instances salmon too, of excellent quality.

The whole sea-coast abounds with fish of various descriptions, as well within the Bay of Fundy as the Gulf of St. Lawrence and Gut of Canso; the principal fisheries being, those for cod, halibut, lake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The climate of Nova Scotia is both healthful and agreeable as the robust looks, stalwart frames, and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products, which are precisely those of the British Isles with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wuzzel, and large quantities of the former, as well as beet and other products are annually exported to the United States.

Apples, pears, plums, cherries, and other garden fruits attain the utmost perfection. In some sections of the country peaches and grapes ripen in the open air. The apple orchards of Annapolis and King's counties are very productive, and extend along the roadsides in an unbroken line for fifty miles.

The climate varies considerably in the different counties. The western counties average from six to eight degrees warmer than the eastern. In Annapolis county, for instance, the mercury in the coldest winters rarely falls below zero. The coldest season is from the last week in December until the first week in March. The springs are tedious, the summer heats being for a brief season excessive; vegetation is singularly rapid, and the autumn is delightful.

Fogs are frequent in summer on the shores of the Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those diseases of some of the western States, are unknown, and there is no disease epidemic or otherwise that can claim as its home.

The south-eastern coast of Nova Scotia, for the number of its capacious harbors, fewer than twelve ports capable of receiving a line and fourteen of sufficient depth to be between Halifax and Cape Canora a distance of more than 140 miles. There are also some excellent harbors on the south-west coast and on the north-west coast. The island of Cape Breton, second only to Nova Scotia proper in the number and capacity of its harbors.

The Big Bras d'Or is one grand harbor, which coast and in the Strait of Canso three other harbors.

Nova Scotia is beautifully diversified with lakes, covering an area estimated at 10,000 square miles.

The lakes of Cape Breton are much larger and more important. The principal of these, however, are the lakes of the St. Lawrence, the St. John, and the St. George. The Great Bras d'Or is a magnificent expanse of water, of great depth, and abounding with the best fish. Of the rivers of Nova Scotia, fifteen flow into the Strait, four into St. George's Bay, and twenty-four into the Atlantic. The most important are the Shubenacadie and the Annapolis, flowing into the Bay of Fundy, the St. Mary's, Musquodouit, La Have, and La Crosse, flowing into the Atlantic. All the rivers are navigable for coasting vessels for distances from two to twenty miles.

The Province of Nova Scotia is rich in mineral resources, all the rocks from the crystalline to the new sandstone series being here met with. The isthmus connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and blue sandstones of the coal-measures, containing seams of good bituminous coal, many of sufficient magnitude to be profitably worked. Abutting on the sea-coast at the South Junction, the most beautiful sectional profiles of the strata, with curious fossils, both of vegetable and animal origin. Coal is elsewhere found, more especially in Pictou County and on the island of Cape Breton, and valuable mines have also been recently discovered at Spring Hill, and a railway built to connect with the Intercolonial Railway, and with the Atlantic coast.

The gold yield of Nova Scotia, from the mines in 1860 to the close of 1879, was 2,048,000 stg., and has steadily increased since.

The manufactures of Nova Scotia are numerous, although with her immense advantages and position, she must in time become the manufacturing Province of North America.

Coarse flannels, bed-linen, blankets, carpets, and other manufactures are made in large quantities. Tanning is carried on to a great extent, and in the towns and villages, boots, shoes, harness, household furniture, and agricultural implements are made in large quantities. In the town of Halifax, tobacco, printing and book-binding, machinery, nails, pails, fuse, gunpowder, and other articles are manufactured.

The geographical position of Nova Scotia is so favorable to commercial pursuits, and as her resources become more fully developed, her commerce will very largely increase. Within the last decade have on some occasions and in others very nearly approached the exports averaging, during the same period, of that sum. The largest portion of the exports is drawn from the fishing and mining industries. Nova Scotia may possess the finest fisheries in the world, for a portion of its coast of 1000 miles, where a prize may not be pursued. Its bays and harbors

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er and ague, these cures of some of the South States, are unknown, and there is no peculiar epidemic or otherwise that can claim Nova Scotia home.

The south-eastern coast of Nova Scotia is remarkable for the number of its capacious harbors there being no than twelve ports capable of receiving ships of the line and fourteen of sufficient depth for merchantmen in Halifax and Cape Canso, a distance of not more than 100 miles. There are also some excellent harbors on the south-west coast, and on the north side of the Province.

The island of Cape Breton is second only to Nova Scotia in the number and capacity of its harbors, and Bras d'Or is one grand harbor, while around the island and in the Strait of Canso there are many fine bays.

Nova Scotia is beautifully diversified with rivers and covering an area estimated at 3000 square miles.

Lakes of Cape Breton are much larger and more numerous. The principal of these, however, are inland rather than lakes. The Great Bras d'Or Lake is a sufficient expanse of water of great depth, about fifty miles in length, and abounding with the best quality of fish. Of the rivers of Nova Scotia, fifteen flow into the North Atlantic Strait, four into St. George's Bay, seventeen into the Atlantic, and twenty-four into the Bay of Fundy. The most important are the Shubenacadie, the Avon, the Annapolis, flowing into the Bay of Fundy; the Miramichi, the Musquodoboit, La Have, and Liverpool, flowing into the Atlantic. All the rivers are, with few exceptions, navigable for coasting vessels for distances varying from two to twenty miles.

The Province of Nova Scotia is rich in geological resources, all the rocks from the crystalline granites up to the new sandstone series being here met with. In the strata connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and buff-colored sandstones of the coal-measures, containing innumerable fossils of good bituminous coal, many of which are of sufficient magnitude to be profitably worked. Lofly cliffs rising from the sea-coast at the South Joggins, present most beautiful sectional profiles of the coal-bearing strata, with curious fossils, both of vegetable and animal life. Coal is elsewhere found, more abundantly in the County and on the island of Cape Breton. New valuable mines have also been recently opened at Digby Hill, and a railway built to connect the mines with the Intercolonial Railway, and with Parrsboro.

The gold yield of Nova Scotia, from the first working of the mines in 1860 to the close of 1872 was about £100,000, and has steadily increased since that time. The manufactures of Nova Scotia are yet but very few; although with her immense advantages of coal and position, she must in time become the leading manufacturing Province of North America.

Woolen flannels, bed-linen, blankets, carpets and tweeds are manufactured. Tanning is carried on to some extent in the towns and villages, boots, shoes, saddlery, harness, household furniture, and agricultural implements are made in large quantities. In the neighborhood of Halifax, tobacco, printing and wrapping paper, machinery, nails, pails, fuse, gunpowder, carriages, and other articles are manufactured.

The geographical position of Nova Scotia is highly favorable to commercial pursuits, and as the natural resources become more fully developed there is no doubt commerce will very largely increase. The imports in the last decade have on some occasions exceeded, and in others very nearly approached \$12,000,000; the exports averaging, during the same period, two-thirds of the sum. The largest portion of the exports were derived from the fishing and mining interests. If we take Newfoundland, Nova Scotia may be said to possess the finest fisheries in the world. There is no part of its coast of 1000 miles, where a profitable fishery has not been pursued. Its bays and harbors, and inland

lakes and rivers, teem with salmon, cod, halibut, haddock, mackerel, herring, shad, lobsters, &c. The value of fish caught last year amounted to \$5,000,000, number of men employed in the fisheries, over 18,000.

Ship-building is very extensively engaged in in Nova Scotia. On the 1st of January, 1874 there were registered in the ports of Nova Scotia 1,000 vessels, with a tonnage of very nearly half a million of tons, being over two-fifths in number and tonnage of the total registry of the Dominion, and placing Nova Scotia at the head of all the Provinces in this respect.

There are 218 miles of railway in operation in the Province. The Intercolonial proceeds from Halifax to Amherst 148 miles, and thence to St. John N.B. and from there to Pictou, 52 miles, and Sprunghill branch, 4 miles. The Windsor and Annapolis proceeds from Windsor Junction to Annapolis, 116 miles. The extension of the latter road to Yarmouth is projected. Another line, to run from New Glasgow to Louisburg, is building. The Parrsboro road is also being constructed. Louisburg is one of the finest harbors in the island of Cape Breton. It is open all the year round, and admirably adapted as a winter port.

The public affairs of the Province are administered by a Lieutenant Governor, an Executive Council of nine members, a Legislative Council of twenty-one members, appointed for life, and a Legislative Assembly of thirty-eight members, elected every four years. The laws are dispensed by a Supreme Court, composed of a chief and nine assistant justices, a Court of Error, of Vice-Admiralty, and of Marriage and Divorce. In each county there is a Court of Probate, which has control of the property of deceased persons.

Education is free to the children of all classes in Nova Scotia. There are numerous public schools and Academies, besides a normal and model school, several convents and six colleges—namely: Dalhousie College and University, St. Mary's College (R.C.), and the Presbyterian College, Halifax; Acadia College (Baptist), Wolfville; St. Francis College (R.C.), Antigonish; and King's College and University, Windsor. The latter, belonging to the Church of England, was founded in 1787.

There are two Roman Catholic dioceses in the Province—the Archdiocese of Halifax and the Diocese of Antigonish; and one Church of England—Nova Scotia and Prince Edward Island.

Nova Scotia contains all the elements of wealth and future greatness and is the nearest Province of the Dominion to the motherland; in other respects she also comes nearer than any of the other Provinces; in soil, in climate, and mineral productions; in her situation, nearly surrounded by water, in her laws and institutions; and in the character, energy, and impulses of the people. She is also one of the oldest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture, and who would prefer farming lands of their own in preference to those of other people, and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The chief cities and towns are Halifax, Yarmouth, Sydney, C. B., Pictou, Windsor, New Glasgow, Truro.

HALIFAX.

Halifax, the chief commercial city and political capital of Nova Scotia, was founded in the year 1749, by the Lords of Trade, and was named in compliment to George Montague, Earl of Halifax, then at the head of the Board. The scheme for the establishment of the town is said to have originated with the people of Massachusetts, who used as an argument for the formation of the settlement, the growing encroachments of the French upon the territory of Acadia. A plan submitted to the government in 1748 being warmly supported by Lord Halifax, received the royal assent, and the sum of £40,000 sterling being voted by Parliament in furtherance of the under-

taking a fleet of thirteen transports accompanied by the sloop-of-war *Sphinx* set sail for Chebucto in the early part of May, 1749, arriving on the 14th day of July following. The colony consisted of 2,376 souls under the control of Colonel the Honorable Edward Cornwallis, M.P., with the title of Captain-General and Governor of Nova Scotia.

On the day of arrival, but previous to debarkation, civil government was organized on board the *Beaufort* by the election of and swearing in of the following Councilors: Col. Paul Mascarene, Capt. Edward Howe, Capt. John Gordon, Benj. Greene, John Salisbury, and Hugh Davidson; and the balance of the day was spent in festivities and rejoicing. The table around which this Council sat is still preserved in the City Council Chamber. The city was laid out as at present by Messrs. Bruce and Morris, Government Engineers, the same year.

Balises and blockhouses were at once built, and the French and Indian residents of the locality came in and tendered their allegiance to the Governor. Dartmouth, the chief suburb, was settled next year (1750) by 250 immigrants per ship *Albany*; and during the fall and winter of 1751-2, 1,958 German immigrants arrived in the colony, 1,500 of whom, however, embarked in June, 1763, to Mahone Bay, where they afterwards built the Town of Lunenburg.

The great importance attributed to Halifax by the home authorities may be judged from the fact that during the first seven years of its existence the Government had expended over £560,000 stg. in its settlement. Its importance as a military and naval station were early recognized, and the fleet and troops sent out under Howe and Linden for the capture of Louisburg, made this place their rendezvous; while it was again the resort of the army and navy under Wolfe in 1759; and in 1763 quite a large force was again assembled here, ever since which time it has been a military and naval station of lesser or greater importance, but generally the chief, and at present the *only* one of the Imperial Government, in that portion of British North America now included in the Dominion.

It is protected by a large number of very strong fortifications, and has a noble harbor, which has been pronounced by the very highest authorities as "one of the best in the world." It is easy of access for ships of every class, is capacious enough to afford anchorage for all the navies of Europe, and is so situated as to afford protection from every wind. It runs over fifteen miles inland, and after passing the city, and narrowing considerably about three quarters of a mile above the city, suddenly expands into Bedford Basin, a beautiful sheet of water covering an area of nine square miles, completely shut in from the sea and affording good anchorage throughout, with from four to thirty fathoms of water.

At the north end of the city is a large dockyard for the accommodation of British ships of war. It covers fourteen acres, and is one of the finest dockyards in the British Colonies.

Though Halifax proper is not a manufacturing city, Dartmouth, its chief suburb, contains over half a dozen large iron foundries and machine shops, in some of which steam engines and the heaviest description of machinery are constructed. Richmond, another suburb, contains railway machine shops, several tobacco factories, piano factories, cabinet factories, fuse and powder mills, and several large nail factories, while both places contain a large number of establishments representing varied industries, including the manufacture of agricultural implements, cordage, boots and shoes, cotton and woollen goods, all descriptions of wooden ware, soap and candles, leather, paper, sugar refineries, breweries and distilleries.

The religious and educational institutions are in every way worthy of the place. There are twenty-six churches (including Episcopal and Roman Catholic cathedrals), one university, one non-sectarian and three theological (Presbyterian, Methodist and Roman Catholic) colleges, two commercial colleges, one convent, a grammar school, a large number of public schools, some of which are

elegantly built structures, seven asylums and a number of national and benevolent institutions. There are seven chartered banks, three savings banks, a number of private bankers, several building societies, insurance associations, fifteen newspapers and magazines, three public halls, over twenty hotels, a number of mercantile establishments, many of which compare favorably with anything in their American continent.

Halifax is the nearest Canadian city to the markets of the Old World; is the "window" of the Dominion; is the eastern terminus of colonial, and of a railway system having with all chief points in Canada and the United States, and has extensive steam communication by leading ports of Canada, Newfoundland, the West Indies, Central and South America, Great Britain and Continental Europe. The population of the city proper in 1871 was 29,582; at that time, with its suburbs, it exceeds 40,000.

WINDSOR.—A large and flourishing town on the river Avon, at the head of Minas basin. Ship-building is extensively carried on. Immense quantities of plaster of Paris, existing in beds and quarried in the vicinity. It is chiefly used in the States for Agricultural purposes. Windsor is one of the best educational institutions in the Province. College, founded in 1787, and chartered by George III., in 1802. It is the western terminus of the Nova Scotia Railway, and the north-eastern terminus of the Windsor and Annapolis Railway. Train in connection with the steamers from Annapolis, John, New Brunswick. Population, 2,715.

YARMOUTH.—A wealthy and flourishing town on the Atlantic and south-western coast. It is the second port in Nova Scotia, not exactly in population, but in the wealth and enterprise of its inhabitants. Ship-building and fishing trade is carried on, and is the second port in the whole Dominion in its revenue, ranking between St John and Halifax. Vessels, of 124,741 tons, showing an average of one vessel more than twice as great as Halifax, and a greater number of ships and large sea-going vessels.

It is increasing in ship-building importance, and its general commercial importance will be increased on the completion of the railway to giving it direct land communication with John, Montreal, and the United States. The town possesses several handsome buildings, churches, and institutions, three banks, etc. Population, 5,000.

PICTOU.—A wealthy and flourishing town, the second port in the Province, on the north side of the harbor. It stands upon a steep hill-side, making its appearance from the water, and is surrounded by a beautiful scenery. The principal trade is in coal, the Albin mines being conveyed and large quantities from here. The harbor is safe and commodious, and ship-building is carried on. There are several steam grist mills, two steam carding mills, two tobacco an iron foundry, and several tanneries. Logansville, distant three miles, is one of the largest in the Dominion. Splendid freestone quarries are worked near Pictou. It has many fine public buildings, churches, court-houses, a county academy, masonic and other institutions. Prince Edward Island Steam Navigation Company's steamers ply between here and Charlottetown. Steamers run weekly from Pictou to Quebec and intermediate ports. A steamship line runs to Montreal fortnightly. A steam ferry plies between Pictou and Fisher's Grant, the terminus of the Nova Scotia Railway. Population, 3,462.

SYDNEY, C. B.—A flourishing and important town, pleasantly situated on the south-west arm of the harbor. This was the seat of government when Cape Breton was a separate colony. The principal trade is in coal, and important mines at Cow Bay, Bridgeport, and Pictou Bay, and Port Caledonia are within a few hours

ly built structures, seven asylums and hospitals, a number of national and benevolent societies, are seven chartered banks, three savings banks, a number of private bankers, several building societies and insurance associations, fifteen newspapers and periodicals, public halls, over twenty hotels, and a vast number of mercantile establishments, many of which are favorably with anything in their line on the American continent.

Halifax is the nearest Canadian city to Europe and the "winter port" of the Old World; is the eastern terminus of the Intercolonial, and of a railway system having connections with chief points in Canada and the United States; has extensive steam communication by sea with all the ports of Canada, Newfoundland, the United States, the West Indies, Central and South America, Britain and Continental Europe. The population of the city proper in 1871 was 29,582; at the present time, with its suburbs, it exceeds 40,000.

Windsor.—A large and flourishing town situated on the western shore of Lake Erie, at the head of the Detroit River. Ship-building is extensively carried on. Immense quantities of gypsum are quarried in the vicinity. It is chiefly used in the United States for agricultural purposes. Windsor possesses one of the best educational institutions in the Province, King's College, founded in 1787, and chartered by His Majesty George III., in 1802. It is the western terminus of the Detroit and Windsor Railway, and the north-eastern terminus of the Detroit and Ann Arbor Railway. Trains run daily in connection with the steamers from Ann Arbor to St. Louis, Mo. Population, 27,150.

Mouth.—A wealthy and flourishing town on the northern shore of Lake Erie, and south-western coast. It is the second town in importance in Nova Scotia, not exactly in population, but in wealth and enterprise of its inhabitants. A large ship-building and fishing trade is carried on, and it is the principal port in the whole Dominion in its registered tonnage between St. John and Halifax, with 422,000 tons, showing an average tonnage per vessel more than twice as great as Halifax, owing to the large number of ships and large sea-going vessels.

Increasing in ship-building importance yearly, and of general commercial importance will be largely increased on the completion of the railway to Annapolis, which will give it direct land communication with Halifax, St. John, Montreal, and the United States. The town possesses several handsome buildings, churches, educational institutions, three banks, etc. Population, 5,335.

Truro.—A wealthy and flourishing town, the third in importance in the Province, on the north side of Pictou County. It stands upon a steep hill-side, making a good harbor from the water, and is surrounded by fine fields. The principal trade is in coal, the produce of the Pictou mines being conveyed and largely exported here. The harbor is safe and commodious. Ship-building is carried on. There are several steam saw mills, two steam carding mills, two tobacco factories, a foundry, and several tanneries. Logan's tannery, about three miles, is one of the largest in the Dominion. Limestone freestone quarries are worked near the town. There are many fine public buildings, churches, schools, houses, a county academy, masonic and other halls. The Pictou and Truro Steam Navigation Co.'s mail boats ply between here and Charlottetown. Gulf steamers run weekly from Pictou to Quebec, calling at intermediate ports. A steamship line runs direct hence to Montreal fortnightly. A steam ferry plies constantly between Pictou and Fisher's Grant, the terminus of the Pictou and Truro Railway. Population, 3,462.

Antigonish, C. B.—A flourishing and important town, situated on the south-west arm of the harbor of the Gulf of St. Lawrence, was the seat of government when Cape Breton was a separate colony. The principal trade is in coal. The Pictou mines at Cow Bay, Bridgeport, Lingan, Glace and Port Caledonia are within a few hours' drive by

stage. A railway, twelve miles long, to the International Co.'s mines at Bridgeport, has been put in operation at a cost of \$800,000. The terminus is on the eastern side of the harbor, within two and three-quarter miles by land from the town. It is proposed by an English company to construct another line to connect with the other mining localities on the coast. Cattle and butter are largely exported to Halifax, Newfoundland, Miquelon, and St. Pierre. There are six churches here of different denominations, besides several fine buildings. The court-house is considered one of the best in the Province. Pop. 2,900.

Truro.—A wealthy and flourishing town, two miles above the head of Cobequid Bay, on a handsome and picturesque site. Its first inhabitants were Acadians; after them it was settled by Irish and Scotch. The country contains rich iron mines. A large market is held here regularly. The chief pursuit of the inhabitants is farming. Fishing and ship-building are also carried on. The provincial normal school is located here. An extensive boot and shoe factory employs a large number of men. The Intercolonial Railway forms a junction here with the Nova Scotia Railway. Population, 3,999.

New Glasgow.—A flourishing and picturesque town on the East River, township of Egerton, county of Pictou. It contains two foundries, several tanneries, a pottery, and steam bakery. The Albion, Acadia, International and Nova Scotia coal mines are in the immediate vicinity. Ship-building is carried on. Several of the largest ships hailing from Nova Scotia were constructed here. It is a station of the Nova Scotia Railway. Population, 2,499.

There are a number of other flourishing towns throughout the Province, the chief of which are Amherst, with a population of 3,606; Antigonish, 3,319; Dartmouth, 4,358; Liverpool, 3,104; Lunenburg, 3,129; Shelburne, 2,789; and St. Andrews, 2,297. All the above figures (Nova Scotia) are taken from the census reports of 1871. In a number of instances the population has very materially increased since then; while in others it has remained stationary or nearly so, though on the whole the improvement has been of a satisfactory nature.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND is situated in the Gulf of St. Lawrence, between 46° and 47° 7' N. latitude, and 62° and 64° 27' W. longitude. It is washed by the Gulf on the north, and separated by Northumberland Strait from New Brunswick on the east, and Nova Scotia on the south. Greatest length, 130 miles; breadth, thirty-four miles—in its narrowest part, near the centre, it is only four miles wide. Area, 2,134 miles, or 1,365,760 acres. The coast-line presents a remarkable succession of large bays and projecting headlands. The largest bays are those of Richmond on the north-west, Egmont on the south-west, Hillsborough on the south, and Cardigan on the east. These bays, by penetrating into the land from opposite directions, form narrow isthmuses which make a natural division of the island into three distinct peninsulas. This natural division has been adopted as the basis of a nearly corresponding civil division into Prince's County in the west, Queen's County in the centre, and King's County in the east.

The surface of Prince Edward Island undulates gently, nowhere rising so high as to become mountainous, or sinking so low as to form a monotonous flat. At one time the whole island was covered with a dense forest of beech, birch, maple, poplar, spruce, fir, hemlock, larch, and cedar; and though destructive fires, lumbering, and cultivation have made large gaps in it, a considerable part of the original forest still remains. The whole island is eminently agricultural and pastoral. The soil consists generally of a light reddish loam, sometimes approaching to a strong clay, but more frequently of a light and sandy texture. The prevailing rock is a reddish sandstone, but a large part of the surface is alluvial

and entirely free from stone. No minerals of the least consequence have yet been discovered, and even limestone and gypsum appear to be wanting. The climate is much milder than that of the adjoining continent, and the air generally free from the fogs which spread along the shores of Nova Scotia, is remarkably salubrious.

The scenery is charming, small game, wild fowl, and fish abundant, and the island should become popular as a Canadian summer resort.

The principal crops are wheat, barley, and oats; all of these abundant and of excellent quality; peas and beans are equally good, and potatoes and turnips are nowhere surpassed. The land not cultivable consists of soft, spongy turf, or deep layer of wet, black mould, which may prove valuable for fuel. The fisheries are very valuable, especially on the north coast, which is much frequented by mackerel and cod. The manufactures are chiefly for domestic use. Ship-building is prosecuted with considerable enterprise, and is yearly increasing in magnitude and importance.

More than in name Prince Edward Island is a "Maritime Province," there having been over 25,000 tons of new shipping built in single years in her ports, since her admission to the Confederation.

As may be imagined, the fisheries interests command a very large share of attention, not only from the inhabitants but from the outside world.

The imports consist almost entirely of manufactured articles of various kinds, and the exports of fish, grain and potatoes. The former last year came within a trifle of \$2,000,000. The exports generally exceed the imports by several hundred thousand dollars, and it may be remarked that this is the only Province in the Dominion to reach this statement applies.

The products of the fisheries fluctuate very much, varying all the way from one-quarter of a million to nearly a million dollars yearly.

The following table shows the counties, with the capital of each:

County	Capital
Charlotte	Charlottetown
Georgetown	Georgetown
Summerside	Summerside

There are counties are divided into sixty-seven townships and three localities. The inhabitants consist of descendants of Scottish, Irish, Acadian, French, English, and other settlers.

The free school system was introduced in 1853. There are about 400 district schools, 17 grammar schools, various private schools, a normal and model school, and 3 colleges—Prince of Wales, Protestant, St. Dunstan's Roman Catholic, and the Wesleyan College. It is the law of the island that the Bible be read in the public schools.

The Lord Bishop of Nova Scotia exercises episcopal authority over the island. The Roman Catholics have one diocese, Charlottetown.

Prince Edward Island has telegraphic communication with the Continent of America and Europe by means of a submarine cable eleven miles in length, connecting the island with New Brunswick.

In 1871 the building of a railway to connect Charlottetown with the principal places on the island was commenced. This railway was opened in 1874, and is 201 miles in length viz. Trunk line, from Cascomique to Georgetown, 143 miles; western extension, from Cascomique to French, 18 miles; eastern branch, from Mount Stewart to Souris, 40 miles.

The Prince Edward Island Railway now extends nearly the whole length of the island, from Tignish on the north, to Georgetown and Souris on the east, connecting also with Summerside, Bellevue Harbor, and Charlottetown on the south. Summerside is about three and a-half hours' run by steamer from Point du Cloué the northern terminus of the Nova Brunswick railways. Charlottetown is about sixty miles or five hours' run by steamer from Pictou the northern terminus of the Nova Scotia railways. Tignish and Cascomique are depots of the Gulf fisheries.

Georgetown and Souris harbors are open in the fall for two or three weeks after the other ports by ice. The construction of the railway now enables in all parts of the island to take advantage of this important addition to the open season.

During the season of navigation there is communication with Pictou, N. S., and Shediac, in addition to which there are steamers connecting Quebec and the Gulf ports to the north, and H. Boston to the south. The Baie Verte Canal, projected, will greatly facilitate communication with the Gulf and the New England ports. The season generally closes about the middle of December, resumed about the end of April or beginning of May. During this time mails and passengers are carried across the Strait in ice-boats, which ply between Traverse in Prince Edward Island and Cape Tormentine in New Brunswick. The passage is not at all difficult and it is believed that powerful steamers might be employed on navigation open nearly all, if not all, the year. Undertaking which the Dominion Government has undertaken the terms of union, bound themselves to inaugurate.

The public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of nine members, and a Legislative Assembly of twenty members. Justice is administered according to the laws of England.

The total population of the island in 1871 was 33,000, an increase of 13,160 since 1861, and of 8,000 since 1851. It became a British possession (1758) and it is estimated at upwards of 105,000.

CHARLOTTETOWN, the capital of Prince Edward Island, is prettily situated on gently rising ground toward the south, parish of Charlotte, county of Charlotte. It is on the north side of the East River, near its mouth, with the North and West Rivers. The town is built on a high and is well laid out; the streets cross at right angles and several of them are 100 feet wide. The harbor is safe and commodious. The college is the most handsome edifice in the place, built of Nova Scotia freestone, and cost over \$85,000. Other principal buildings are the new post-office, house, market, Athenaeum, public hall, exchange, Prince of Wales, St. Dunstan's and St. John's colleges; normal school, convent, lunatic asylum, government house.

There are also four banks, a savings bank, a factory, iron foundry, ship-building yards, etc. The merchants are enterprising and wealthy. The very large export trade is done here with Great Britain and the United States.

An immense impetus would be given to the commerce of Charlottetown by the renewal of the Reciprocity Treaty with the United States. Population, over 12,000.

SUMMERSIDE, the second town of importance on the island, is situated on Bellevue Bay, and on the Prince Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of Shediac. It has an excellent harbor with good anchorage for vessels and contains churches of seven denominations, three banks, a public hall, market, convent, and several mills and factories.

Ship-building is carried on to a large extent. Potatoes, oysters, sheep, horses, and oats are exported. Summerside has daily communication by steamer with Nova Scotia and New Brunswick. In Bellevue Bay, opposite the town, is a small island of about 200 acres, on which has been built a fine hotel capable of accommodating 600 persons, which is a favorite summer resort. A train between the island and the town. The Prince Edward Island Railway has a first-class station, engine sheds in the town. Population nearly 5,000.

Georgetown and Alberton are also rapidly growing towns with a population of about 1,500 and 1,000 respectively.

DOMINION OF CANADA.

own and Souris harbors are open in the fall generally two or three weeks after the other ports are closed. The construction of the railway now enables ships to take advantage of this in addition to the open season.

During the season of navigation there is tri-weekly communication with Pictou, N. S., and Shediac, N. B., in a way to which there are steamers connecting with the Gulf ports to the north, and Halifax and the south. The Baie Verte Canal, now practically completed, will greatly facilitate communication with the Bay of Fundy and the New England ports. Navigation is closed about the middle of December, and is not opened until the end of April or beginning of May. At this time mails and passengers are conveyed by the Strait in ice-boats, which ply between Cape Prince of Edward Island and Cape Tormentine, New Brunswick. The passage is not at all times safe, but is believed that powerful steamers might keep the Strait open nearly all, if not all, the year round—an idea which the Dominion Government have, by means of union, bound themselves to inaugurate. Public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty representatives. Justice is administered according to the laws of the Dominion.

The total population of the island in 1871 was 94,021, an increase of 13,160 since 1861, and of 80,921 since it was a British possession (1758); and it is now estimated upwards of 105,000.

CHARLOTTETOWN, the capital of Prince Edward Island, is a town situated on gently rising ground, looking to the south, parish of Charlotte, county of Queen's, on the north side of the East River, near its junction with the North and West Rivers. The town is lighted by gas, and is well laid out; the streets cross each other at right angles, and several of them are 100 feet wide. The harbor is safe and commodious. The colonial building is the most handsome edifice in the place. It is built of red granite, and cost over \$85,000. The principal buildings are the new post-office, court-house, market, Athenaeum, public hall, exchange, drill-ground, Prince of Wales, St. Dunstan's and Methodist churches, normal school, convent, lunatic asylum, gaol, and almshouse.

There are also four banks, a savings bank, a woollen mill, iron foundry, ship-building yards, etc. The merchants are enterprising and wealthy, and a large export trade is done here with Great Britain and the United States.

Immense impetus would be given to the trade of the island by the renewal of the Reciprocity Treaty with the United States. Population, over 12,000.

CHARLOTTETOWN, the second town of importance on the island, is situated on Redoubt Bay, and on the Prince of Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of Shediac. It has a fine harbor with good anchorage for the largest ships, and contains churches of seven denominations, a public hall, market, convent schools, and a mill and factories.

Shipping is carried on to a large extent, and eggs, oysters, sheep, horses, and oats are extensively exported. Summer-side has daily communication, in a steamer, with Nova Scotia and New Brunswick. In Redoubt Bay, opposite the town, is a beautiful island of about 200 acres, on which has been erected a hotel capable of accommodating 600 guests, and is a favorite summer resort. A team ferry runs between the island and the town. The Prince of Edward Island Railway has a first-class station, engine-house, and shops in the town. Population, nearly 5,000.

Charlottetown and Alberton are also rapidly rising towns. The population of about 1,500 and 1,000 respectively

MANITOBA.

The whole of the vast territory hitherto held by the Hudson Bay Company, under Royal Charter issued in the twenty-second year of the reign of Charles II., and transferred to the Imperial Government on the 1st day of December, 1869 (the company receiving an indemnity from the Canadian Government of £300,000 sterling), was by order of H. M. the Queen in Council, dated 23rd day of June, 1870, admitted into the union of Dominion of Canada.

The portion of the territory hitherto known as the Selkirk or Red River Settlement has been erected into a Province, to be called the Province of Manitoba.

It is bounded on the south by the United States, and on the north, east, and west by the North-West Territories of the Dominion. It extends from 49° to 50° 30' north latitude, and from 96° to 101° west longitude, and comprises an area of 14,340 square miles, or 9,177,600 acres.

The name *Manitoba*, taken from a large lake, a part of which lies in the Province, is a contraction made by the old French Canadian voyageurs, of the Cree word *Manito-wabun*. *Manitou* signifies *supernatural, divine, spirit*; and *wabun* means a *strait*. As the waters of a strait in that lake are agitated in an unusual way, the Indians believed formerly there was therein something supernatural, a spirit that moved them, and they called the lake *Manito-wabun*.

The agricultural capabilities of its soil cannot be exceeded for many things. The most part of the Province is prairie land, diversified by groups of elm, ash, oak, poplar, basswood, and ash-leaf maple. It is a rich, black mould, resting partly on a limestone formation and partly on a thick coat of hard clay. Manure, not indispensable at first, is as useful here as elsewhere. It has not been used much so far, on account of the large amount of land possessed by each of the inhabitants, which circumstance enables them to sow the same grain several years running. Wheat ripens in 110 days, and gives an average return of twenty-five to thirty bushels to the acre. All kinds of garden vegetables, as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root-crops are easily raised. The grassy savannas of Red River afford unlimited pasturage ranges, as long as unploughed. The authority of the scientific gentlemen connected with the Pacific Railway surveys exists for the statement that a large part of this Province is excelled by no portion of America as a cereal-producing country, and for the generally exceeding beauty of the newly-surveyed districts.

Though the winter is cold, it is mitigated by a clear, dry atmosphere. A population more healthy than the Manitobans cannot be met anywhere.

The Province is provided with a liberal homestead law, which exempts (with stock, implements, &c.) 160 acres of land. Every male adult is entitled to 160 of "homestead" land free except such as are included in the various reserves; and a further 160 acres of "pre-emption" land at prices ranging from \$1.00 to \$2.50 per acre, according to the "belt" in which it is situated, these "belts" running parallel to the Pacific Railway, and prices varying according to their respective distances therefrom. Two sections in each township, or one-eighteenth part of the whole, is reserved for school purposes.

The great problem of a future fuel supply which stared the country in the face as soon as the timber limits along the river "bottoms" should become exhausted, has been satisfactorily solved by the recent discoveries of coal on both the Saskatchewan and Assiniboine. Indications give promise of an inexhaustible supply, and actual experiment has demonstrated its superior quality.

The chief rivers of the Province are the Red River and Assiniboine. The former takes its rise in Otter Tail and Traverse Lakes, Minnesota, running northward a distance of over 700 miles and emptying into Lake Winnipeg 105 miles from the U.S. boundary; but on account of the crookedness of the stream, its length in Canadian territory exceeds 200 miles. The Assiniboine takes its

rise some 400 miles west-by-north of Winnipeg (where it forms a confluence with the Red River), but on account of its winding course it is over 600 miles in length. It flows for the first 400 miles of its course in a generally south-east-by-eastern direction, receiving in that distance five important tributaries from the north side, each from 50 to 150 miles in length. At the "elbow," 220 miles (by river) from its mouth, it receives its chief tributary, the Qu'Appelle, from the right bank, and flows thence almost due east till it mingles its waters with those of the Red River at Fort Garry.

Manitoba is very rapidly assuming the status of one of the most important Provinces in the Dominion. Every part of the Province possesses a volume of interest; but the chief of all centres is Fort Garry, now the city of Winnipeg, and the commercial, as well as the political capital. This was one of the earliest points of settlement of the Lord Selkirk colony in the very first years of the present century. On account of its favorable geographical position it was early made the chief post of the Hudson Bay Company in the North-West, and such it still remains. The whole trade of the place was almost exclusively confined to the Hudson Bay Company's business until a few years previous to the transfer of the Company's territory to the Dominion in 1870; and even at that date it was a place of no importance, having but a single street, with no buildings of any size or value, and a general trade which amounted to little or nothing. Within a single decade it has become a handsome, well-built city of about 15,000 inhabitants, with wide streets, lined with brick and stone buildings which would do no discredit to any city of the Continent. In regard to its commercial attributes, Winnipeg is on all hands admitted as the briskest city in the Dominion, more business being transacted there, in proportion to its population, than in any other.

The chief historical incidents in connection with Winnipeg, since its original settlement, were the "Red River Rebellion" in 1870, the principal features of which (including the Presidency of Riel, the imprisonment of Canadians, the execution of Scott, the capture of Fort Garry by the military expedition under the then Col. Woollsey, and the flight of the insurgent chiefs) are still fresh in the minds of all Canadians; the incorporation of the place as a city, in 1873; the building of the Pembina branch of the Canada Pacific Railway; and the final decision of the Dominion Government to build the main line of the Pacific through and directly westward from the city, crossing the Red River by a magnificent iron bridge.

The city has several very fine hotels, one of which cost over \$100,000 to build. The Christian denominations all have churches, some of them very imposing structures. There are three theological colleges, "Manitoba" (Presbyterian), "St. Boniface" (Roman Catholic), and "St. John's" (Episcopalian). There is an excellent Fire Department, with several steam fire-engines; national, benevolent, and society organizations of every description, including several Masonic and Oddfellows' Lodges; three daily and several weekly newspapers; and a number of literary and scientific societies. It is the great commercial metropolis of the Canadian North-West, and its warehouses are filled with the products of every clime; while among its merchants are some of the most successful traders of this generation.

Besides the "Government House" and public offices of the Province, Winnipeg contains a number of edifices owned by the Dominion Government; including the Post-Office and Government Savings Bank, the Pacific Railway Offices; the Custom House, and the Dominion Land Office. The City Hall and Central School are very fine buildings, while the prospective public improvements include a North-Western University, Gas Works, and a water supply on the most approved modern principles.

Although Winnipeg is by far the most important and populous city in the whole North-West, yet Manitoba

contains a large number of prosperous and growing towns in almost every portion, especially bordering the Assiniboine and Red Rivers, the chief of these are:

BATE ST. PAUL, on the Assiniboine, 30 miles north of Winnipeg, containing churches, schools, saw-mills, &c., &c., and a population of 1,200.

BLUMENORT, a Mennonite village in section 7, Range 6 East, contains steam grist and saw-mills, church, school and custom house.

EMERSON, a newly incorporated city on the north bank of the Red River, just north of the U. S. boundary, is the southern terminus of the Pembina Branch of the Northern P. R. Co. already contains a population exceeding 2,000, and is growing very fast. It is a port of entry, and contains a Custom House and Dominion Lands Office. It is the chief tributary of the most prosperous eastern railways, and are to be found here, including the very best ecclesiastical and educational institutions, mail, telegraph and telephone facilities, and a daily and several weekly newspapers.

GLAISTONE, in Township 14, Range 11, on the White Mud River, contains grist and saw-mills, stores, churches, schools, &c., and a population of 600.

HEADINGLEY, one of the most flourishing towns on the Assiniboine, 13 miles above Winnipeg, contains several churches, school, mills, hotels, stores, &c., and a population of 1,200.

KILDONAN, the oldest of Lord Selkirk's settlements (named from the native parish of its first settler), is a flourishing town on the right bank of the Red River, 7 miles below Winnipeg, with a population of 700, and very many of the attributes of our oldest towns, including religious and educational institutions, literary, scientific, national and other societies, and is in the best towns of Ontario.

MORRIS, a town on the Red River, 24 miles north of the U. S. boundary: although only laid out in 1870, this town's present population already approaches that of towns with five or six churches, schools, mills, factories, houses, hotels, etc., etc.

PORTER POINT, on the Assiniboine, at the junction of the Portage and Lake Manitoba roads, 45 miles north of Winnipeg, is a flourishing town with 500 of population, and all the attributes of prosperous villages, and is of similar size.

PORTAGE LA PRAIRIE, the county seat of the Assiniboine, is the most important point in western Manitoba. It has a population of nearly 1,500 and has connection with Winnipeg, 60 miles eastward, by the N. W. R. Co. It has five or six churches, schools, mills, hotels, etc., every characteristic of the prosperous place.

RAPID CITY, on the Little Saskatchewan, settled the present season, promises to be a very important town, and ere long a railroad centre of considerable importance, being the contemplated junction of proposed railway lines to the west, north-west and south.

SELKIRK, named from the nobleman who first settled on the Red River Colony, is 24 miles down the river from Winnipeg, which place it seriously threatened to become the chief commercial metropolis, until the intervention of the general government gave the latter city the line of the Pacific Railway. Selkirk is the terminus of what is now a branch of the Pacific, being designed as the main line and built thus far. It has a population of several thousand, has newspaper, churches, mills, factories, etc., etc., in profusion, and daily boats to and from Winnipeg during the navigation season.

STONEWALL, 26 miles west of Selkirk, is a north of the Provincial Penitentiary, though founded in 1877, is already a thriving and promising town, containing flour and grist mills, several churches, stores and factories.

ST. ANDREWS, in the parish of the same

a large number of prosperous and rapidly-growing towns in almost every portion, especially those of the Assiniboine and Red Rivers. Among these are:

ST. PAUL, on the Assiniboine, 30 miles above Winnipeg, containing churches, schools, several stores, and a population of 1,200.

THORNTON, a Mennonite village in section 35, Township 6 East, contains steam grist and saw mills, school and custom house.

WINNIPEG, a newly incorporated city on the east bank of the Red River, just north of the U. S. boundary, is the northern terminus of the Pembina Branch. It contains a population exceeding 2,000, and is very fast. It is a port of entry, and contains the House and Dominion Lands Office. All the attributes of the most prosperous eastern railway towns are found here, including the very best ecclesiastical institutions, mail, telegraph and express, and a daily and several weekly newspapers.

STONE, in Township 14, Range 11 West, on the Red River, contains grist and saw mills, hotels, churches, schools, &c., and a population of about 1,200.

THORNTON, one of the most flourishing settlements on the Assiniboine, 13 miles above Winnipeg, contains churches, school, mills, hotels, stores, &c., and a population of 1,200.

WINNIPEG, the oldest of Lord Selkirk's settlements on the native parish of its first settlers, a large town on the right bank of the Red River, five miles above Winnipeg, with a population of 700 or over, many of the attributes of our older eastern cities, including religious and educational institutions, scientific, national and other societies, as found in the best towns of Ontario.

WINNIPEG, a town on the Red River, 24 miles north of the U. S. boundary: although only laid out in 1877, its present population already approaches 1,000, and it has six churches, schools, mills, factories, warehouses, etc., etc.

WINNIPEG, on the Assiniboine, at the junction of the Red River and Lake Manitoba roads, 45 miles west of Winnipeg, is a flourishing town with 500 of a population, all the attributes of prosperous villages of similar size.

WINNIPEG, the county seat of Marquette, is the most important point in western Manitoba. Its population of nearly 1,500 and has daily stage communication with Winnipeg, 60 miles eastward. It has six churches, schools, mills, hotels, etc., etc., and is characteristic of the prosperous place which it is.

WINNIPEG, on the Little Saskatchewan, though only laid out in the present season, promises to be a very flourishing town, and ere long a railroad centre of considerable importance, being the contemplated junction of several of the railroad lines to the west, north-west and south-west.

WINNIPEG, named from the nobleman who formed the first settlement, is 24 miles down the river from Winnipeg, which place it seriously threatened to supplant as a commercial metropolis, until the final decision of the general government gave the latter city the main line of the Pacific Railway. Selkirk is the terminus of the main branch of the Pacific, being originally laid out as the main line and built thus far. It contains a population of several thousand, has newspapers, schools, churches, mills, factories, etc., etc., in profusion, and two daily boats to and from Winnipeg during the season of navigation.

WINNIPEG, 26 miles west of Selkirk, and 6 miles from the Provincial Penitentiary, though only settled in 1877, is already a thriving and promising town, containing flour and grist mills, several churches, schools, and factories.

WINNIPEG, in the parish of the same name, is one of the

the Red River, 16 miles below Winnipeg. It is one of the earliest Scotch settlements, and is the county seat of Lisgar County. It has a population of nearly 2,000, and is well supplied with all the facilities of modern civilization, including churches, schools, mills, shops, factories, stores and hotels.

ST. BONIFACE, at the confluence of the Red and Assiniboine, opposite Winnipeg, is one of the most important points in the Province, now containing a population approaching 2,000, which is being constantly and rapidly augmented. It was for a time the terminus of the Pembina branch of the Canada Pacific. There is a Roman Catholic cathedral at this place, which is the Metropolitan See of the North-West. It has a college, ladies' academy, large hospital and an orphan asylum, some very handsome buildings—public and private, a number of mills, several good hotels, and a French newspaper, *Le Metis*. It will undoubtedly soon become a part of Winnipeg, to which city it already virtually belongs.

There are several quite populous parishes along the Assiniboine and Red Rivers, in each of which there are towns of more or less importance, generally of the same name, including, St. Clements, 22 miles distant from Winnipeg; St. Charles, 9 miles; St. Francois Xavier, 25 miles; St. James, 3 miles; St. Johns, just north of the city; St. Norbert, at the mouth of the La Salle, on the Red River, and St. Paul's, north of Kildonan. St. Norbert Village is the county seat of Provencher, and is a very prosperous and rapidly growing town.

WEST LYNNE (Pembina), on the west side of Red River, adjacent to the United States boundary, was at one time a place of much greater importance than at present, being the outpost of customs for the entire North-West, but since the completion of the railway to Emerson it has temporarily declined. The river, however, is being bridged, and the recent erection of important buildings, warehouses, &c., by the Hudson Bay Company and others, promise it a new lease of life.

There are many other places of great promise which are filling up as fast as a continuous living stream from the East can fill them, and which before another year will eclipse the present status of many of those already described, therefore we can scarcely form an estimate of what the next decade will do for a Province already embracing so many flourishing and rapidly growing settlements, and which but ten years ago (1870, when the transfer was effected from the Hudson Bay Company to Canada) contained the insignificant population of 11,053, and this, too, including the whole North-West, whose present population aside from that of Manitoba, is now variously estimated at from 50,000 to 100,000.

NORTH-WEST TERRITORIES

This large possession of the Dominion of Canada includes all that portion of British North America outside the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia and Prince Edward Island, and the island of Newfoundland. It is bounded on the north by the Arctic Ocean, on the east by the Atlantic, on the west by the Pacific, and on the south by parts of the Dominion of Canada and the United States. Area estimated at 2,750,000 square miles.

This immense district was, until 1870, known as the Hudson Bay Territory, so named after Henry Hudson, who discovered the bay in 1610, and perished on its shores. It was governed by the Hudson Bay Company, by whom it was divided into four large departments or regions, subdivided into thirty-three districts, including 155 posts. The government was administered by a Chief Governor and Council, and the various departments by Chief Factors and Chief Traders. The Northern department, which included all the establishments in the far

north and frozen region, comprised the valley of the Mackenzie River, and the country between that sterile region and the Rocky Mountains, north of Lake Athabasca. The Southern department extended on both sides of James' Bay, and along the south shores of Hudson's Bay, as far north as Cape Churchill, and inland to the ridge which forms the northern boundary of Quebec and Ontario, and to Lakes Winnipeg, Deer, and Wollaston. The Montreal department included the country in the neighborhood of Montreal, up the Ottawa River, and along the north shore of the St. Lawrence to Esquimaux Bay; and the Columbia department comprehended all that immense extent of country to the west of the Rocky Mountains, now the Province of British Columbia.

The North-West Territories now have a separate Lieutenant-Governor, the capital being at Battleford, and the government of the Territories is of a quasi-military character, chiefly under the jurisdiction—subject to the approval of the Lieutenant-Governor—of the North-West Mounted Police. During the incumbency of the Mackenzie Administration, a portion of what is generally known as the "North-West" (between Ontario and Manitoba) was set off as the new Province of Keewatin; but the arbitration then pending between the Ontario and Dominion Governments subsequently resulted in the greater part of the territory in question being awarded to Ontario, a decision which of course put an end to the scheme of a new Province.

The North-West Territories are watered by numerous lakes and rivers. The principal rivers are the Churchill, Nelson, Severn, Albany, Abbitibbi, East Main and Great Whale rivers, flowing into Hudson's Bay; the Mackenzie, Coppermine and Great Fish rivers, flowing into the Arctic Ocean; the Saskatchewan, Assiniboine, and Red rivers, falling into Lake Winnipeg; and the Caniapusaw (or Koksoak) and Natwakame rivers, falling into Hudson's Straits. The Mackenzie is one of the greatest rivers in the world. It is 2,500 miles long, and flows through a fertile and finely wooded country, skirted by metalliferous hills, and with coal-measures cropping out near the surface throughout three-fourths of the area drained by it. According to the best computation, it drains an area of 443,000 square miles. The Coppermine River is very rich in copper ore and galena. The Saskatchewan, 1,300 miles long, and its tributaries, drain an area of 303,000 square miles. The principal lakes are the Great Bear, Great Slave, Athabasca, Winnipeg, Manitoba, Lake of the Woods, Winnipegosis, Clear Water, Nelson, Deer, Wollaston, North Line, Mistassini, and Abbitibbi. Great Bear Lake is 250 miles long and about as wide. Great Slave Lake is 300 miles long and 50 wide. Lake Athabasca is 200 miles long and 20 to 40 wide. Lake Winnipeg is 280 miles long and 5 to 57 miles wide. Lake of the Woods 75 miles long by 60 miles wide, and Lake Mistassini about the size of Lake Ontario.

The numerous and recent surveys for the Pacific Railway have confirmed all that has ever been written of the vast extent of the agricultural capabilities of the North-west Territories, or at least 600,000 to 700,000 square miles of them. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles, in one continuous strip 800 miles long, and, on an average, eighty miles broad. But the best and largest wheat area is beyond the Saskatchewan, namely, the valleys of the Athabasca and Peace rivers to the very western (the Pacific) slope of the Rocky Mountains, along the Peace River Pass to latitude 60° N. Near the foot of the Rocky Mountains there is an area of 300,000,000 acres beyond the supposed limit of the fertile belt of the North-West. The Saskatchewan is partially wooded, and abounds with the most beautiful herbage, and generally possesses a deep and rich soil of vegetable mould. This extraordinary belt, more than one-third of which is at once available for the purposes of the agriculturist, is capable of sustaining a population of 9,000,000. This region in winter is not more severe than in Ontario, and in the western districts, which are removed from the influence of the great Lakes, the spring com-

mences about a month earlier than on the Superior, which is 5° of latitude farther north.

Snow is never excessive in depth; what attracts the natural pasturage is so abundant, and cattle may be left to obtain their winter.

Travellers describe this region as magificent, the surface of the ground covered with flowers, hyacinths, tiger-lilies, and blue-bells, and luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid wood-stream (Rainy River, 100 miles long) pour into the Lake of the Woods, and the highway of a great settlement, with borders and steamboats on its bosom.

On Peace River groves of poplars and aspens, and their intervals are enlivened by elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been explored it is over 300 miles in width, and extends over 16° of latitude, to the Arctic Ocean (or tertiary coal) formation is still more developed. At the junction of the Mackenzie and Lake rivers, the formation is best exposed, it consists of a series of beds, the thickest of which are three yards, separated by layers of fine-grained, friable sandstone, sometimes with thick beds of clay, the whole being often dark from the dissemination of bituminous matter. The coal, when recently extracted, is massive, and most generally shows a distinct texture. Beds of coal also crop out on various parts of the Arctic coast.

When the Hudson Bay Territory was first settled in 1870, there was absolute desolation in that part of it now known as the Territories, except some roving bands of the few white hunters, trappers and traders, who came sparsely from the American and Old Provinces to Alaska and Hudson Bay, and from the Rocky Mountains. Ten years later, when the Dominion was a populous and already wealthy province, previously described, an agricultural belt along the valleys of the Assiniboine and Red Rivers and their tributaries, which already estimate as high as 100,000, which is so rapidly increasing as to produce oatstrip even the heretofore unpeopled Manitoba.

Among the very many points of interest, which this territory already contains, the following:

BATTLEFORD, the capital and chief town of the North-West Mounted Police, is situated at its confluence with the Saskatchewan River. The town is a plateau 200 feet above the level of the sea, which is navigable to this point, to the Hudson Bay Company's steamers regulate the government House, here situated, together with the offices, including those of the Registrar, the County Magistrate, form an imposing town is well laid out, and contains more than ordinary pretensions. It has a Presbyterian, Methodist and Roman Catholic school, stores and mills, and a population of 500. It is even now a place of commercial importance, and from its position, its surroundings and its political position, promises to become the leading town of the West. It has telegraphic communication with the world, and the first established newspaper—the *Battleford Herald*—is an evidence of its importance. Altogether, it is a place of very great interest, as well as of leading importance.

DOMINION OF CANADA

nees about a month earlier than on the shores of Lake Superior, which is 5° of latitude farther to the south. Snow is never excessive in depth; while in the richest parts the natural pasturage is so abundant that horses and cattle may be left to obtain their food during the winter.

Travellers describe this region as magnificent, with the face of the ground covered with flowers, such as roses, acanthus, tiger-lilies, and blue-bells, half hidden in the luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid woods. A splendid stream (Rainy River, 100 miles long) empties Lac la Pline into the Lake of the Woods, and must one day be a highway of a great settlement, with towns on its shores and steamboats on its bosom.

On Peace River groves of poplars and pines vary the scene, and their intervals are enlivened with vast herds of elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been ascertained it is over 300 miles in width, and extends continuously over 16° of latitude, to the Arctic Ocean. The lignite or tertiary coal formation is still more extensively developed. At the junction of the Mackenzie and Bear Lake rivers, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine-grained, friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Beds of coal also crop up to the surface in various parts of the Arctic coast.

When the Hudson Bay Territory was turned over to the Dominion in 1870, there was absolutely no population in that part of it now known as the North-West Territories, except some roving bands of Indians, and a few white hunters, trappers and traders, scattered sparsely from the American and Old Province boundaries to Alaska and Hudson Bay, and from Labrador to the Rocky Mountains. Ten years later, we find, in addition to a populous and already wealthy province (Manitoba, previously described), an agricultural population settled along the valleys of the Assiniboine and Saskatchewan rivers and their tributaries, which some authorities already estimate as high as 100,000 souls, a number which is so rapidly increasing as to promise ere long to outstrip even the heretofore unprecedented growth of Manitoba.

Among the very many points of interest and importance which this territory already contains, we may mention the following:

BATTLEFORD, the capital and chief station of the North-West Mounted Police, is situated on Battle River, at its confluence with the Saskatchewan. The site of the town is a plateau 200 feet above the water of the river, which is navigable to the point, to and from which Hudson Bay Company's steamers regularly ply. Government House, here situated, together with the government offices, including those of the Registrar and Stipendiary Magistrate, form an imposing appearance. The town is well laid out, and contains numerous buildings of more than ordinary pretensions. It has Episcopalian, Presbyterian, Methodist and Roman Catholic churches, school, stores and mills, and a population already in excess of 500. It is even now a place of considerable commercial importance, and from its geographical position, its surroundings and its political ascendancy combined, promises to become the leading city of the North-West. It has telegraphic communication with the outside world, and the first established newspaper in the Territories—the *Battleford Herald*—is among its institutions. Altogether, it is a place of very great and peculiar interest, as well as of leading importance.

CARLETON HOUSE, or **FORT CARLETON**, is a Hudson Bay Company's trading post on the North Saskatchewan, 520 miles west of Winnipeg. The village itself is a smart one of several hundred people, containing churches, stores, schools, &c., while the "settlement" contains already nearly 2,000 of a population.

DUCK LAKE, 12 miles south-east of Carleton House, is becoming quite a centre of trade, and contains stores, churches, schools, &c. One school is under charge of the Grey Nuns.

EDMONTON, in lat. 53° 45' N., lon. 113° 20' W., a chief trading post of the Hudson Bay Company, consisted formerly of a fortification of red earth, enclosed by abatis, surrounded by trenches, and entered by battlemented gateways. It is now a flourishing village of from 300 to 500 population, a North-West Mounted Police station, Hudson Bay Company's post, and contains post office, four churches, several hotels, school, two grist mills, saw mill, lath and shingle mill, a number of mechanics' shops, and a good supply of mercantile establishments. It is situated on the North Saskatchewan River, 880 miles north-west from Winnipeg, and immense supplies of the best coal exist in its immediate neighborhood.

FORT ELICE is a Hudson Bay Company's post, and now quite a considerable settlement at the junction of the Qu'Appelle with the Assiniboine, 220 miles west of Winnipeg. It is also a Mounted Police station, and a place of rapidly growing size and importance.

FORT McLEOD, a post established by the North-West Mounted Police authorities, and named after Colonel McLeod, the commanding officer of the force, is about 850 miles almost direct west of Winnipeg, on the South Saskatchewan. It has lately become the centre of quite a prosperous and rapidly growing settlement, which promises to be one of the most important points of the North-West.

FORT Pelly, on the Assiniboine, 110 miles north of its junction with the Qu'Appelle, and 330 miles north-west of Winnipeg, is also a Mounted Police station, and the centre of a rapidly growing agricultural population.

FORT PITT, also on the North Saskatchewan, is 687 miles north-west of Winnipeg, and the headquarters of the Roman Catholic missions to the Cree Indians. The village contains a church, excellent school, store, &c.

FORT SASKATCHEWAN, a French Canadian settlement near Edmonton, contains a population of between 200 and 300, and has a post office, a number of churches, several stores, &c. The best of coal is obtained in the neighborhood, and in inexhaustible quantities.

FORT VERMILION is a H. B. Co.'s trading post and growing village on the Peace River, over 600 miles north of Winnipeg. Cereals and roots grow in this locality to the greatest possible perfection, and the promises of a rapid development of the adjacent territory are extremely encouraging.

Great anticipations are everywhere indulged in with regard to the glorious future of the North-West; and the unprecedented advance which it has already made, together with its ever-accelerating development, would seem to indicate that the most brilliant hopes are in no wise overdrawn.

BRITISH COLUMBIA.

BRITISH COLUMBIA is bounded on the north by the sixtieth parallel of latitude; east by the main chain of the Rocky Mountains; south by the United States; and west by Alaska, the Pacific Ocean, and Queen Charlotte's Sound. Length, 764½ miles; breadth about 400 miles; area, including Vancouver and other islands, 330,000 square miles.

Vancouver Island extends from lat. 48° 19' to 50° 53' N., a distance of 278 miles, along the southern portion of the mainland, from which it is separated by the Gulf of Georgia, 60 miles in width. The north entrance to the

gulf is Johnston's Strait, and the south entrance is the Strait of San Juan de Fuca, which separates the south shore of the island from the territory of the United States. Queen Charlotte Islands, lying between lat. 52° and 54° N., and long. 131° 25' and 134° W., are separated from the north portion of the coast by Queen Charlotte Sound.

The seaboard of British Columbia extends from the Straits of San Juan de Fuca to Alaska. These points are distant, on an air-line, some five hundred and fifty miles, but the coast is deeply indented by great arms of the sea at many intermediate places, so that the actual coast-line is very irregular, and will probably measure several thousand miles.

The northern part of the colony is diversified with mountain, lake, and river; is of extraordinary fertility, producing all Canadian cereals and vegetables, and fruits in larger measure than any part of even Ontario, and with a mining region at the head-waters of the Peace, Skeena, and Fraser rivers, which, though very imperfectly explored (owing to their inaccessibility to general travel), gives indications of being very rich in gold and silver. The southern and middle part includes the rich gold valley of Fraser River, and is well adapted for pasturage, and also, with irrigation, for agriculture; some parts, however, such as the Chilcotin plains, and the great and beautiful valley of the Okanagan, require no artificial irrigation, nor does any part of the seaboard.

The mineral resources of British Columbia are very great. Gold is found all along the Fraser and Thompson rivers, and in great abundance in the Cariboo district, the yield in that one locality exceeding, in 1870, one million dollars, while the yield of the entire Province for the past ten years has exceeded twenty-two million dollars. Silver and copper are also to be had in abundance, but the mines have not as yet been very largely worked. The true wealth of the Province, however, is its coal-fields, which are inexhaustible, easy of access, and easily worked. Bituminous coal is found on the mainland and on Vancouver Island, and anthracite coal on Queen Charlotte Island.

The climate of British Columbia is mild and favorable enough to allow animals to live in the open air throughout the winter, and in many parts the plains and hills are covered with an herb called bunch-grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition during the whole winter. On the coast the winter is more humid than cold. The lakes are never wholly frozen, and travel is never impeded by the snow, except in the mountain passes.

The area of the land fit for agricultural settlement is estimated at 200,000 square miles, diversified by hill and dale, and watered by numerous streams and lakes. The soil varies from a deep-black vegetable loam to a light-brown loamy earth, the hills supplying slate and building-stone. Wheat, barley, potatoes, turnips, apples, pears, etc., grow luxuriantly. There is abundant grass for cattle, and sheep-raising has been introduced with success.

The country is rich in fur-bearing animals, bears, lynx, marten, and beaver. The annual product of the fur trade exceeds \$250,000. Ship-building also promises to assume large proportions.

The chief river is the great Fraser River, which pursues a rapid course between steep and rocky banks, until, approaching the sea, it presents a fertile and finely wooded valley of from fifty to sixty miles in length. The total length of the Fraser River is about 700 miles. The Thompson River surpasses the Fraser in the richness of its scenery, and flows through one of the most beautiful countries in the world. The Columbia, another noble stream, enters the United States at Fort Shepherd, after a course of nearly 800 miles in British territory. Its total length is about 1,200 miles. Means of communication are very good.

Steamers ascend the Fraser River over 100 miles, to the head of navigation, and to over 450 miles beyond

this there is an excellent gravelled road, connecting the government.

British Columbia consists of two perfect parts, the mainland above described and Vancouver Island. This island is the largest in the Pacific, 278 miles long and forty to fifty wide. It is separated from the mainland by the Straits of Fuca, which are sixteen miles in width, and by the Gulf of Georgia, which varies from thirty miles in width to a narrow channel, bridgeable, viz., at Valde's Island.

The island is noted for its coal mines. Gold has been found. The harbors are numerous, and Esquimault Harbor is the naval station of the British government and the site of an extensive granite quarry.

Burrard Inlet is the largest and finest harbor on the mainland, and also the Pacific Railway terminus.

The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of twenty-five representatives elected every two years. Justice is dispensed by a chief-justice and two judges. Education is free, and schools non-sectarian.

There is regular steam communication from Victoria to Portland and San Francisco; while telegraph lines extend from Victoria via Saanich to Swinnoway, thence via Matsqui, Hope, Yale, Lytton and Barkerville, Cariboo, a total distance of 632 miles.

There is also a branch line from Matsqui to Burrard Inlet via New Westminster. In addition to a railway, over the line belonging to the Western Union Telegraph Company, from Swinnoway to Victoria, which has five submarine cables. This line of telegraph was completed by the Act completing the union of Columbia with the Dominion, and is being extended across the entire continent.

The construction of the Canada Pacific Railway will fail to develop the untold resources of this Province, and add greatly to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable quantities of fine agricultural and pastoral land, amply sufficient to produce all the food her own population is ever require, yet it is not probable that she will ever occupy a prominent position as an exporting agricultural country. Her chief resources are her forests, her fisheries, her mines, and these are capable of almost unlimited development. Her gold-fields, her silver-veins, and her mines are yet in their infancy; her timber trade is in a similar condition; and her fisheries, which are expected to rival those of the Atlantic Provinces, scarcely yet extended beyond the supply of local demand.

There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future is in store for the Alpine Province of the Dominion, only to be realized, however, when the people shall have brought her into closer communication with her sister provinces.

The distance from Montreal to Victoria is 2,800 miles, which can now be accomplished in eleven days by the San Francisco route; but by the completion of the Canadian Pacific Railway the distance will be reduced to 2,800 miles. The most direct route from Victoria to England is by way of Quebec, and the Allan line of steamers furnishes tickets through from Liverpool. On arriving in England, passengers proceed through to Chicago, thence by the Pacific Railway to San Francisco. Steamers ply regularly to Victoria and New York.

This colony was first established in 1858, and has made remarkable progress. The total population in 1880 was 60,000, of whom 15,000 are whites.

VICTORIA, the capital of British Columbia, is situated near the south-east extremity of Vancouver Island, the adjoining Strait of Fuca is 17 miles in width, from Olympia (Puget's Sound), 320 miles from Portland (Oregon), and (by C. P. R.) about 1,000 miles from Montreal.

is an excellent gravelled road, constructed by government.

Columbia consists of two perfectly distinct mainland above described and Vancouver. This island is the largest in the Pacific, being long and forty to fifty wide. It is separated from mainland by the Straits of Fuca, which are about miles in width, and by the Gulf of Georgia, which is thirty miles in width to a narrowness that is, viz., at Valde's Island.

and is noted for its coal mines. Gold has also been found. The harbors are numerous and excellent, and the Inlet is the largest and finest harbor on the coast, and also the Pacific Railway terminus. The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of members, and a Legislative Assembly composed of five representatives elected every four years. Justice is dispensed by a chief-justice and two assistants. Religion is free, and schools non-sectarian.

There is regular steam communication from Victoria to San Francisco; while telegraph lines run from Victoria via Saanich to Swinomish, U. S., to Matsqui, Hope, Yale, Lytton and Quesnel to the north, and Cariboo, a total distance of 632 miles.

There is also a branch line from Matsqui to Burrard New Westminster, in addition to a right of way line belonging to the Western Union Telegraph Company, from Swinomish to Victoria, which comprises submarine cables. This line of telegraph, which by completing the union of Columbia with Canada the property of the Dominion, is 632 miles long, being extended across the entire continent.

The construction of the Canada Pacific Railway cannot develop the untold resources of this Province, and add to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable tracts of agricultural and pastoral land, amply sufficient to all the food her own population is ever likely to need, yet it is not probable that she will ever hold a prominent position as an exporting agricultural country. Her resources are her forests, her fisheries, and her mines, and these are capable of almost unlimited development.

Her gold-fields, her silver-veins, and her coal-fields are yet in their infancy; her timber trade is in a flourishing condition; and her fisheries, which may fairly be said to rival those of the Atlantic Provinces, have yet extended beyond the supply of local demands. There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future store for the Alpine Province of the great Dominion is to be realized, however, when the iron road have brought her into closer communion with her neighbors in the east.

The distance from Montreal to Victoria is over 3,600 miles, which can now be accomplished in eleven or twelve days by the San Francisco route; but by the future Canadian Pacific Railway the distance will be reduced to less than 800 miles. The most direct route to British Columbia from England is by way of Quebec and San Francisco, the Allan line of steamers furnishing passage through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, whence they ply regularly to Victoria and New Westminster. The colony was first established in 1858, and has since made remarkable progress. The total population is about 15,000 of whom 15,000 are whites.

VICTORIA, the capital of British Columbia, is situated on the south-east extremity of Vancouver Island, where the Strait of Fuca is 17 miles in breadth, 143 miles from Olympia (Puget's Sound), 320 miles from Portland (Oregon), and (by C. P. R.) about 2,800 miles from Montreal.

The surroundings of Victoria are singularly beautiful. To the south is a wide stretch of sea, closed in by the magnificent range of the Olympian Mountains. These mountains, the lower portion of which is shaded with a soft velvety mist, and the tops covered with snow strongly reflecting the rays of the sun, form the most prominent feature in the landscape. To the eastward is Mount Baker, which, at a distance of nearly 100 miles, rears its snowy peak far away into the clouds. To the westward is a long, wide stretch of sea, bounded on one side by the Olympian range, and on the other by the rocks and mountains of Vancouver, jutting out here and there into the Strait; while to the northward are ranges of hills and mountains, prominent among which, and within five or six miles of the town, are the peaks of Mount Tolmie and Cedar Mountain. From these heights the most beautiful panoramic views of the southern end of the island, the surrounding ocean, the Olympian range, and the coast range on the mainland far westward may be obtained.

The country in the neighborhood of Victoria is remarkably picturesque. Natural parks—in which there are numbers of fine old oaks and a profusion of ferns and wild roses—little inlets, bays, and beaches, jutting rocks, and the fine scenery of the background, combine to render it one of the most lovely spots on earth. This, together with its magnificent climate, which is beautifully clear, cool and fresh during the whole summer season, and very mild in winter, must in the future render it a place of great resort.

Three miles from Victoria is the harbor of Esquimalt, one of the finest on the Pacific coast. There is here a naval station, at which there are generally two or three ships of war. A graving dock was recently built, capable of admitting ships of the largest size. An excellent macadamized road connects the two harbors.

The city boasts of some good streets, with fine drives, over excellent roads, in various directions. Adjoining the town a large extent of ground has been reserved for a public park. This picturesque locality, known as Beacon Hill, borders on the Strait. Here is the public race-course and cricket-ground. On the outskirts of the town are many attractive residences, and every cottage displays its pretty garden.

Though Victoria can boast of no architectural pretensions, there are many neat and substantially constructed buildings; among them may be mentioned the Provincial offices on James' Bay; the Presbyterian, Wesleyan, and Roman Catholic churches; a Jewish synagogue; Christ Church cathedral; the iron church of St. John, a donation to the Episcopalian congregation of the Province from the Baroness Countess; the Angela College for young ladies, from the same excellent lady; the St. Anne's Convent and Orphan School; the Masonic building; the Mechanics' Institute; Bank of British North America; hotels, hospital, and theatre. A post-office and a custom-house were lately built by the Dominion Government.

The city is supplied with gas and water-works. There are several breweries, distilleries, foundries and factories, one ship-yard, etc. Wages are high for all laborers and mechanics, who are always in demand. The population is about 6,000. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

NEW WESTMINSTER, the former capital of British Columbia, is beautifully situated on the north bank of the Fraser River, 85 miles from Victoria. The town boasts of a very handsome Episcopal church (of stone) and the only peal of bells on the coast, presented some years ago by Miss Burdett Coutts, now Baroness in her own right. There are also very neat churches in connection with the Roman Catholic, Presbyterian, and Methodist denominations. Population, over 3,000. Steamers run twice a week between New Westminster and Victoria.

BURRARD INLET, one of the finest harbors on the Pacific coast, and the terminus of the Canada Pacific Railway, is only a few miles from New Westminster.

NEWFOUNDLAND.

NEWFOUNDLAND is a large island in the Atlantic Ocean at the mouth of the Gulf of St. Lawrence, between lat. $46^{\circ} 38'$ and $51^{\circ} 40'$ north, and long. $52^{\circ} 35'$ and $59^{\circ} 35'$ west. It is separated on the north-west from Canada by the Gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Belleisle; and on its eastern side expands the open ocean. It lies nearer to Europe than any part of America. It is about 1,200 miles in circumference; its width, at the very widest part, between Capes Ray and Bonavista, is about 300 miles; and its extreme length, from Cape Race to Griguet Bay, about 410 miles, measured on a curve. Its form is somewhat triangular, but exceedingly irregular, owing to its being indented with deep bays, the most remarkable of which are Hare, White, and Notre Dame Bays, Bay of Exploits, Bonavista, Trinity, and Conception Bays on the east coast; St. Mary's Bay, Fortune and Placentia Bay, on the south coast; and St. George's Bay and Bay of Islands on the west. There are besides these smaller bays and harbors. Many of these are extensive, commodious, and well-sheltered, with numerous rivulets running into them, while most of the harbors have complete anchorages, with clear and good channels.

Hills and valleys continually succeed each other, the former never rising into mountains, the highest not exceeding 1,500 feet, and the latter rarely expanding into plains.

The rivers of Newfoundland are numerous, and though the majority are small, yet some attain to respectable size. The largest are the Humber, River of Exploits, Gander, and Great Cod Roy rivers. The Humber, in its main branch, is about 80 miles long; in its second, or Grand Pond branch, it is about 48 miles long. The Exploits is about 150 miles long, and drains about 3,000 square miles of country. The Gander is somewhat over 100 miles long. Nearly all the rivers issue from lakes or ponds in the interior. Many of them abound with excellent salmon. Fresh-water lakes and ponds are also numerous. They are found over the face of the entire country—on the very tops of hills. The surface covered with fresh water has been estimated at one-third of the whole island. Sixty-seven ponds have been counted from one spot on the north-east mountains of Avalon, some two and three miles in extent, none less than 100 yards, and not at a further distance than ten miles from the base of the hill. The principal lakes in the island are the Gander Pond, Deer Pond, Grand Pond, and Red Indian Pond. The Grand Pond contains an area of about 185 square miles; this includes an island at its south-west end, which contains an area of about fifty square miles. Deer Pond has an area of about thirty square miles. The Red Indian Pond has an area of sixty-four square miles. The Gander Pond is from seventy to eighty square miles.

The prevalent formation of Newfoundland is granite, and in some parts porphyry, quartz, gneiss, mica, and clay slate, with secondary and, over a considerable area, carboniferous formations. The minerals of the island comprise silver, copper, lead, chromic iron, magnetic iron, specular iron, manganese, nickel, plumbago, gypsum, serpentine, jaspers, white and black marble, limestone, and coal. Traces of gold have also been found by analysis, as well as traces of cadmium and bismuth.

The principal mines are the Tilt Cove Mine (copper), the Notre Dame Mine (copper), both on the eastern side of the island; and the La Manche Mine (lead), on

the southern coast. The first named is unproductive. The other two have not been worked, though there is no doubt they are rich. The cause of their comparative failure is the want of means.

The climate, being insular, is not subject to changes in temperature as that of the continental Provinces, the winter being milder and summer not nearly so warm. In May and June, dense fogs prevail on the banks and shores, but they do not appear to be injurious to health.

The principal trees of Newfoundland are pine, larch, willow, ash, and fir. Recumbent evergreens are to be met with in great numbers. Bearing bushes abound in every swampy place. American grasses, also red and white clover.

In several sections of the island, agriculture is carried on with profit. In the neighbourhood of the lakes and rivers there are valuable farms, which yield well and are of an excellent quality. Wheat thrives well in many districts. Wheat and barley yield 30 bushels per acre. Apples, plums, and peaches have been raised with success, gooseberries, and raspberries, of very good quality.

The timber lands, amounting to nearly 1,000,000 acres, and situated principally on the western side of the island, and by the chief lakes and rivers, have been settled and ungranted, though they are well adapted for settlement. No lumbering purposes—the laws provide for the disposal of for settlement alone; but it is probable that this will at once be changed, so as to open the country for lumbering enterprises.

The only animal peculiar to the island is the Newfoundland dog; famous the world over. The animals may be enumerated the deer, the moose, the beaver, the marten, and wild-cat. The birds are numerous. Seals are numerous. As are also whales, grampuses, and porpoises. There is no place in the world so well adapted for cod, especially for cod. The fishery is a great source of wealth to the island, and every other variety of fish.

The cod fishery opens in June and lasts until the end of November, and may be said to form the principal occupation of the inhabitants of the island.

The seal fisheries of Newfoundland are of great importance. Over 200 vessels have been employed in this industry, having an aggregate of 40,000 tons burthen, and a complement of 10,000 and 12,000 men.

The chief exports of the island are fish, oil, and skins, and the imports consist of flour, sugar, and textile fabrics. Over \$7,000,000 worth of goods have been imported within a single year. The exports during the same time have exceeded \$5,000,000.

The government of Newfoundland is a colony, annually for the steam service of the colonies. The subsidized are the Allan line, to and from Halifax, or some port in the Dominion, once a fortnight, and several for coastwise trade.

The public affairs of Newfoundland are managed by a Governor, appointed by the Queen, and a Council of six members, a Legislative Council of nine members, and a Legislative Assembly of twenty members. The judicial department consists of a Supreme Court, with a chief and two puisne judges, a Vice-Admiralty Court, and a District

DOMINION OF CANADA.

the southern coast. The first named has been very productive. The other two have not been so successful, though there is no doubt they are rich in minerals; the cause of their comparative failure is to be found in the lack of means.

The climate, being insular, is not liable to so great changes in temperature as that of the neighboring continental Provinces, the winter being much milder and the summer not nearly so warm. In May and beginning of June, dense fogs prevail on the banks and neighboring shores, but they do not appear to be in the least prejudicial to health.

The principal trees of Newfoundland are spruce, birch, pine, larch, willow, ash, and fir. Recumbent and standing evergreens are to be met with in great variety; berry-bearing bushes abound in every swamp. European and American grasses, also red and white clover, are abundant.

In several sections of the island, agriculture can be carried on with profit. In the neighborhood of many of the lakes and rivers there are valuable alluvia. Potatoes yield well and are of an excellent quality; green crops thrive well in many districts. Wheat has been known to yield 30 bushels per acre. Apples, plums, and cherries have been raised with success; gooseberries, strawberries, and raspberries, of very good quality, are grown.

The timber lands, amounting to nearly one million of acres, and situated principally on the western side of the island, and by the chief lakes and rivers, are wholly unsettled and ungranted, though they are of high importance with a view to settlement. No lands are let for lumbering purposes—the laws provide that they shall be disposed of for settlement alone; but the probability is that this will at once be changed, so as to open up the country for lumbering enterprises.

The only animal peculiar to the island is the Newfoundland dog, famous the world over. Among the wild animals may be enumerated the deer, the wolf, the bear, the beaver, the marten, and wild-cat. Land and aquatic birds are numerous. Seals are numerous on the coasts, as are also whales, grampuses, and porpoises; while for fish, there is no place in the world comparable to Newfoundland, especially for cod. The famous Grand Banks swarm with cod and every other variety of fish.

The cod fishery opens in June and lasts till the middle of November, and may be said to form the chief occupation of the inhabitants of the island.

The seal fisheries of Newfoundland are of very great importance. Over 200 vessels have been annually employed in this industry, having an aggregate of nearly 40,000 tons burthen, and a complement of between 10,000 and 12,000 men.

The chief exports of the island are fish, fish oil, seal oil and skins, and the imports consist of breadstuffs, fruits and textile fabrics. Over \$7,000,000 of these articles have been imported within a single year, while the exports during the same time have exceeded \$6,000,000.

The government of Newfoundland pays \$120,000 annually for the steam service of the colony. The steamers subsidized are the Allan line, to and from Liverpool and Halifax, or some port in the Dominion or United States, once a fortnight, and several for coast and local service.

The public affairs of Newfoundland are administered by a Governor, appointed by the Queen; an Executive Council of six members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty-one representatives. The judicial department comprises a Supreme Court, with a chief and two assistant judges; a Vice-Admiralty Court, and a District Court.

The public school system is based on the denominational principle as regards Roman Catholics, and the non-denominational as far as Protestants generally are concerned.

There are four public academies, based on the denominational principle, and all situated in the capital of the island; one for Roman Catholics, which is in connection with their college; one for the Church of England Protestants, in connection with their collegiate establishment; one for Wesleyans; and one for Protestants of all other denominations.

There are no railways on the island, and the means of communication are not the best. Two steamers make fortnightly trips to the principal places north and south of St. John's, and another runs daily between ports on Conception Bay. It is, however, proposed to build a railway through the island, and the surveys, which were some time ago authorized by the government and legislature, have been so far carried out as to demonstrate the feasibility of the scheme and the immense resources of the country it will open up. The last official census (1874) gave the island a population of 170,000.

ST. JOHN'S, the commercial emporium and seat of government of Newfoundland, is situated about three miles from Cape Spear, the most easterly land on the American side of the Atlantic. The harbor, though rather small, is thoroughly safe in all weather; vessels may ride out any gale when once inside the heads. On the south point of the narrows is erected the harbor light, burning at an elevation of 114 feet. The rocks on which this beacon is erected are the termination of a high range of hills running east and west, which constitute the south side of the harbor. At the foot of these hills are situated most of the vats used in the manufacture of the seal oil, and most of the mercantile houses have wharves and premises on that side, for the transhipment of articles of export. There is also situated the dry dock, capable of raising vessels of about 600 tons burthen. A causeway and bridge connects the south and north sides. On the north side the hills, which are so abrupt at the narrows, fall away in a series of gentle undulations sloping towards the harbor. On this slope the town is built, the site being everything that could be wished. The principal thoroughfare is called Water Street, running nearly parallel with the harbor, but rather irregular. This street is about one and a half miles long, well built on both sides with stone or brick, but not showing much appreciation of street architecture. In the busy seasons it is crowded till late in the night by thousands who come from the out-ports to buy and sell. The amount of business done in these short periods is almost incredible for the size of the town, amounting to perhaps four or five millions of dollars in three or four weeks.

The manufacturers are few but important, there being very large biscuit manufactories, foundries, breweries, rope factories, and oil refineries.

St. John's boasts of several handsome public buildings. The Church of England Cathedral (early English), by Gilbert Scott, is a very beautiful edifice, and cost about \$120,000. The Roman Catholic Cathedral and adjacent buildings form a very conspicuous and imposing group, built on high ground, erected at a cost of about \$800,000. There are also the Government house (costing \$250,000), Colonial building, court-house, penitentiary, lunatic asylum, hospital, poor-house, and banks. The lunatic asylum is beautifully situated in wooded grounds, about three miles out of the town.

The population of the city is about 30,000.

GEOLOGY OF THE

The following article makes no attempt at the dignity of a *contribution* to a subject so interesting and extensive as the Geology of the Dominion.

The Department of the Interior has kindly furnished for this Atlas a special transfer of the great geological map of Canada, prepared under the direction of Sir William Logan, F.R.S., in 1876, and also the corrections and additional maps since that date.

To give as briefly as possible such data as shall lead to some understanding of this map, and of the general geological formations and mineral resources of Canada, is all that this article attempts.

To this end we shall confine ourselves mainly to the *economic geology* of the Dominion, describing as nearly as possible, by Provinces, the character and location of such minerals, ores, and earths as are of use in commerce, and might be sought after by business men, for whom this Atlas is chiefly intended.

For this purpose, Mr. Schuch, the Director of the Geological Surveys of Canada, has kindly placed at the disposal of the writer the complete records and reports of progress in his department up to the present time. From them most of the information given below is derived, and to them (in published volumes) the reader is referred for more scientific geological or particular information.

Valuable information has also been obtained from Dr. Dawson's *Acadian Geology* and reports on Prince Edward Island, and Mr. Alexander Murray's reports of the geological surveys of Newfoundland.

With the exception of about 60,000 square miles belonging to Quebec, extending from the line of New York to Gaspé, and joining the Lower or Maritime Provinces, the whole of the Upper Provinces of the Dominion lies on the north side of the St. Lawrence and the great lakes.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles to the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New York. Here the Laurentides spread out into an area of about 10,000 square miles of highlands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a continuation of the Laurentides. The base of these from near Kingston runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the southwest extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs north-westward into Manitoba and the North-west Territory. This great northern hill-region consists of the oldest known rock-formation of the globe, to which the name of the Laurentian system has been given, and occupies a very large portion of the whole of the Dominion northward of the limits just assigned. Over a large portion of this area, along Lakes Huron and Superior, and farther eastward on Lake Temiscaming, is another series of rocks, to which the name of the Huronian system is given. But as the country occupied by these rocks is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada between Montreal and the Rocky Mountains, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, passing southward into Vermont, and in its north-eastern extension bounding the Lower St. Lawrence valley to the south. This level country to the south of the Laurentides is occupied both east and west of Montreal by the same rock-formations, and constitutes the Champlain region of Canada, the surface of which is scarcely broken, except by a few isolated trap hills near Montreal, and by occasional escarpments, ravines, and gravel ridges further westward.

On the southern, as on the northern, side of the valley of the Lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more south-western direction than the river valley, and opposite Montreal is met with about fifty miles to the south-east, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf is known as the Notre-Dame Mountains, but to its north-

eastern portion the name of the Shicklock Mountains is given.

This Notre-Dame range, on the south side of the Gulf, which forms the belt whose centre has just been described, averages breadth of thirty to forty miles.

To the south and east of it the land is undulating through the Maritime Provinces. This may be called the Maritime District.

The region occupied by the Laurentian series is exposed of crystalline rocks, for the most part silicious in character, consisting of quartzite, syenite, gneiss, and rocks, broken up into ridges and mountain-peaks.

The general level of this region is about 2000 feet, sometimes attaining in altitude of 2500 to 3000 feet, down to a much lower level than the average in the crossing the country east of Kingston.

The softer rocks of this region are of crystalline marble, giving rise to numerous valleys of fertile sides, covered with vegetable mould sustaining a grove of trees, are soon laid bare if fire passes over them and growth, but in the valleys and lower parts of this region heavy timber abounds. This region also contains valuable mines of rich iron ores, copper, lead, and minerals.

The Champlain region of these Provinces is divided into parts by the narrow isthmus of Laurentian country, which the Ottawa River to the Adirondack Mountains of New York divides this division it includes all the country between the St. Lawrence, and all between the Laurentides on the one side and the Notre-Dame hills to the south-east. Westward, it is a whole country south of the Laurentian region, including the western peninsula of Ontario, lying between the great lakes and the St. Lawrence, and very trifling elevations, beds of unaltered Silurian and Devonian rocks of sandstone, and shale. These again are overlaid in the greater part of the region by beds of clay, or occasionally intermixed with sand, gravel, and often covered by a considerable mass of vegetable mould.

In the eastern portion of this region, between Ottawa and the St. Lawrence, the lands are nearly all marine clays covered by sandy loam, forming a light, warm soil, or a heavy blue clay giving rich soil for cereal crops. Peat abounds through the whole of this region, and also mineral springs. Its mineral resources are chiefly stones so valuable for building, paving, lime, cement, and granite.

The south-western part of the Champlain region, near Kingston, and including all the southern portion of the most fertile and productive part of Canada. To the further eastward, its soil consists chiefly of strong clay, and there by loam, sand, and gravel. In the nature of the whole of this region supported a fine growth of timber, of broad leaved species, but presented, however, peculiarities. Thus, the banks of the Grand River, Bradford were remarkable for a sparse growth of cypress, and known as oak openings. These have been pasture-grounds of the Indians, brought to this kept in it by partial clearing, and by the annual burning. The object of this was to attract the deer who came to browse on the herbage. The soil of these plains is a light sandy loam in character, and generally underlain by coarse gravel of the Champlain, together with the rich alluvial flats from it northward to the North Branch of Bear Creek, nearly to the shore of Lake Erie, is remarkable for its luxuriant forest growth. The soil is generally covered of rich vegetable mould, and is covered in it with oak, elm, black-walnut, and white-walnut (*Fraxinus*) trees of large size, together with thin groves of sugar-maple.

The mineral products of this region are chiefly lime, cement, gypsum, and petroleum.

The hills of the Eastern Division on the south side are of crystalline rocks, but of a softer nature than the shore, and yielding, by their wearing down, a more level surface. The range of elevation is from 700 to occasionally 1000 feet, extending on the south-east side, through a series of hills, to the Bay of Chaleur, and thence through the Provinces.

The geological formations of the Lower Provinces, as recent surveys establish, of the same series as of Upper Laurentian system being ascribed here also to the older and rocks corresponding to the Huronian and Silurian the main formations underlying the carboniferous areas.

The soil is of a sandy and loamy character. The Eastern District are metallic ores, marble, slate, and Provinces, coal also.

OF THE DOMINION.

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Champaign region of these Provinces is divided into two narrow isthmus of Laurentian country, which runs from a River to the Adirondack Mountains of New York. East of it includes all the country between the Ottawa and Lawrence, and all between the Laurentides on the north and re-Dame hills to the south-east. Westward, it embraces the south of the Laurentian region, including the south peninsula of Ontario, lying between the great lakes. This on of vast plains, or very trifling elevations, underlain by weathered Silurian and Devonian rocks of sandstone, limestone, shale. These again are overlaid in the greater portion by beds of clay, occasionally intermixed with, or overlaid and gravel, and often covered by a considerable thick vegetable mould.

eastern portion of this region, between Ottawa and Quebec, are nearly all marine clays covered by sandy deposits, and a light, warm soil, or a heavy blue clay giving a strong and for cereal crops. Peat abounds through this region, and ad springs. Its mineral resources are chiefly confined to table for building, paving, lime, cement, and glass.

South western part of the Champaign region, commencing aton, and including all the southern portion of Ontario, is fertile and productive part of Canada. Like the plains, as far as westward, its soils consist chiefly of strong clays, overlaid there by loam, sand, and gravel. In the natural state nearly of this region supported a fine growth of timber, in great oak leaved species, but presented, however, various local less. Thus, the banks of the Grand River from Galt to be remarkable for a sparse growth of oaks, free from and, and known as oak openings. These are said to have are-grounds of the Indians, brought to this condition and by partial clearing, and by the annual burning of the grass, et of this was to attract the deer who came to feed upon the. The soil of these plains is a light sandy loam, very uniform, and generally underlain by coarse gravel. The valley hamors, together with the rich alluvial flats which extend outward to the North Branch of Bear Creek, and southward the shore of Lake Erie, is remarkable for its great fertility, exultant forest growth. The soil is generally clay, with a of rich vegetable mould, and is covered in the natural state elm, black-walnut, and white-wood (*Fraxinus tulipifera*)

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District are metallic ores, marble, slate, and, in the Lower

enat also.

The following are the names of the principal geological formations of Canada, in descending order:

N. Superficial	V. Devonian.
IN. Tertiary.	IV. Upper Silurian.
VIII. Cretaceous	III. Middle Silurian.
VII. Permian.	II. Lower Silurian.
VI. Carboniferous.	I. Toront.

These again are subdivided into various local series or groups, of which it is only necessary to mention here that the Laurentian and Huronian systems above referred to are the divisions into which the Toront rocks of Canada have been classed. To these rocks no local names have yet been applied elsewhere in America, but, as they are here more extensively exposed than anywhere else on the continent, it would be inconvenient to describe the geology of Canada without giving the names used here, and which are now recognized abroad.

The limestones and sandstones of the older formations are to be found sufficiently distributed through most parts of Canada for all useful purposes, but the great eastern coal-field of North America is confined to the Provinces of New Brunswick and Nova Scotia, a narrow margin on the north shore of the Bay of Chaleurs being its limit in a westerly direction.

No coal exists in workable veins in Central Canada, but in the Northwest Territories and in the Province of British Columbia it underlies large areas.

Passing by any enumeration of the less valuable or less abundant minerals which are to be found in the different rock formations of Canada, we will now speak in detail only of those which are susceptible of economic application. We follow the classification adopted in the official reports.

I. METALS AND THEIR ORES.

Iron.—Much has been written about the iron ores of Canada, but the information is to be found scattered through the geological reports of many years, and in scattered reports and papers given at various times to the public.

In 1874, Mr. B. J. Harrington, B.A., Ph.D., Chemist and Mineralogist to the Geological Survey, brought together concisely, in his report to the director, all the more important facts of previous reports, supplementing them with the results of his own recent observations, and to his report we are indebted for very much of the information we now give.

The iron ores of the Dominion have a wide range, both geographical and geological. From Vancouver Island on the west to Cape Breton on the east they occur at varied intervals; little, however, being known of their extent or importance, except in the Provinces on the eastern side of the continent.

From the Laurentian days down to the present moment, processes of concentration, both chemical and mechanical, have been in operation, often resulting in the formation of beds and veins of ore. The processes have doubtless, to a certain extent, differed in kind, and have operated under more or less favourable conditions, and the ores, subsequently to their deposition, have frequently been subjected to agencies depriving them of their original characters, so that it is not surprising to find them differing widely in chemical composition and physical characters. They may, however, be classified as follows:

1. ANHYDROUS OXIDES.

1. Magnetic Iron Ore or Magnetite.
2. Hematite, including crystalline and earthy varieties.
3. Limonite or Brown Hematite.

2. HYDROUS OXIDES.

1. Limonite or Brown Hematite.
2. Bog Ore.

III. CARBONATES.

1. Spathe Ore.
2. Clay Iron-stone.

The sulphuret of iron, which is not used as an ore, but is valuable for other purposes, will be noticed in the second class.

Magnetic iron ore is probably the most abundant throughout Canada. This ore has a specific gravity of a little over five times that of water, is iron-black in color, hard, brittle, and of metallic lustre. When pure, it consists of 72.4 parts of iron and 27.6 parts of oxygen, but it often contains foreign matters, either mechanically mingled or chemically combined, which reduce more or less the percentage of the ore. It is found mostly in crystalline or metamorphic rocks.

The most important deposits of this ore occur in rocks of Laurentian and Huronian age, but it is also found in rocks which have been

DOMINION OF CANADA.

is free from impurities than magnetite, it is not so easily reduced as hydrated oxides or carbonates, and is liable to produce rather than white iron, a fact of importance in connection with manufacture of Bessemer pig.

Geologically iron hematites have a wide range in time. They are of the Laurentian, Huronian, Lower Silurian, Upper Silurian, Devonian, Carboniferous, and Triassic formations.

Iron ore occurs in both beds and veins, the beds generally being not always, being the more important deposits. Like magnetite, it is not found solely in any one kind of rock, but often occurs in most diverse characters.

An important deposit in Ontario exists in the township of McNicoll, where the bed is thirty feet in thickness, and in analysis of pure hematite gave 88.5 per cent of pure iron.

Large amounts of red hematite are met with at Iron Island, Lake Simcoe, to Madoc, and at Gores Bay, Lake Superior. The deposits are unworked. The Deltonville Iron Mine, in the township of Deltonville, produces a double compact red hematite, and is extensively worked. This mine lately has been worked at Lake Simcoe.

One of the most important deposits of hematite in the Province are found in the township of Deltonville, where the ore is smelted, it being found more plentiful than in the beds near the mines, which are distant from the pig.

At Deltonville, in the township of Deltonville, several veins of hematite occur, from 12 to 42 per cent of pure iron, also a hematite, and other townships. It is one of the most valuable.

It is the Havelock mine near Havelock, opposite Ottawa, where the ore is smelted, it being found more plentiful than in the beds near the mines, which are distant from the pig.

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The Large St. Mary's mines, near Three Rivers, produce many tons of iron which is much esteemed for casting, and are, or have been, supplied by the Dominion Iron Works of St. Maurice, Champlain, and other companies. Large also exist at Betsworth River, called the Radnor Langes, and are supplied with ore from this and the adjoining saginaw of Champlain. Messrs. Lums & Co., the proprietors, send a pair of wheels from these langes to the International Exhibition, which were said to have run 12,000 miles. Here, also, is a large iron mine.

In Nova Scotia hematite of the brown hematite variety is found very common in the East River in Pictou County, and the London, Canada, pits in the East River County are among the largest and most extensively worked in the Dominion. Here are the Anishinabe mines, which produce the best quality, and the London, Canada, pits in the East River County are among the largest and most extensively worked in the Dominion.

At Betsworth in the line of the railway between Halifax and Pictou large masses of hematite are scattered over the country.

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At Little Gaspe Cove, also, mines have been opened, from which specimens of sixty per cent ore have been obtained.

In New Brunswick and Nova Scotia, galena occurs at a number of points, but nowhere in quantities of importance so far as developed.

Copper.—This metal occurs in Canada in the forms of native and native oxide copper, and of the sulphuretted ores. The former is combined principally to the rocks of the upper copper-bearing series on Lake Superior. The latter are widely diffused through the Laurentian series. In Ontario, on the north-eastern shore of Lake Huron, in the Huronian rocks, extensive veins of rich copper ores have been mined for years, often with great profit, as at the Wellington, Bruce, and Wallace mines. At Echo Lake, Root River, and the region about Lake McKanongie and the Mississaugi River, many valuable indications of copper exist. On Lake Superior the native copper, which is so extensively and profitably worked on the Michigan shore, also exists in large quantities over the north of Canadian Shore. Many localities have been surveyed and taken up, and it can scarcely be doubted but that in time a mining region will be developed, second only to that in Northern Michigan.

In Quebec, the rocks of the so-called Quebec group, which are an equivalent to the copper-bearing strata of Lake Superior, contain numerous deposits of copper ores.

At Epton, Wickham, and Arton, the veins are many, but for the most part in irregular and interstratified masses. At Arton, about 200 tons of very rich copper were extracted, when the vein became exhausted; but millions of dollars have been invested through this region in veins giving similar promise, chiefly by United States capitalists.

At Harvey's Hill, in Leeds, an extensive mine is worked by the English and Canadian Copper Company; and on the St. Francis River, and at Halifax, Sutton, St. Margaret, Ascut, Bolton, Ham, and other places through the Eastern Townships, copper exists and is in many cases mined. As this large industry becomes developed, the question will arise as to the most accessible point of transportation to cheap fuel for smelting, and although the poorer ores may be reduced near the mines, the richer will still be carried to the vicinity of coal. It may therefore be anticipated that those from Eastern Canada will eventually find their way to the coal-mines of the Lower Provinces.

In the North-west, large deposits of copper are said to exist beyond Lake Nipigon, and traces are also found in British Columbia, on the mainland.

In the Lower Provinces, the veins of ore on the right bank of the St. John River, near Woodstock, New Brunswick, have attracted much attention. At Adams Island, Passamaquoddy Bay, and many points in Charlotte, St. John, Albert, King's, and Westmorland counties, deposits more or less valuable exist, and are in some instances profitably worked. Copper is also said to exist in Nova Scotia, near Polson's Lake, and elsewhere, but is not yet developed by working.

Nickel is found sparingly diffused through the magnesian rocks of the Quebec group. At two or three points only have ores been found yielding any considerable percentage of nickel, but its high price will allow very poor ores to be wrought to advantage; and these deposits may be worth careful examination. At the Wallace Mine on Lake Huron, and at Michipicoton Island, near Lake Superior, are the two best deposits yet known. Deposits are found also at Oxford and the Eastern Townships.

Silver.—Native silver occurs in large quantities at several points on Lake Superior, and the copper ores of the Province of Quebec also contain small portions of silver. Some of the galena ores also contain silver in quantities worth extracting, as at St. Francis, Boner, Vaudreuil, and Montlon Hill, in Quebec, where the assays were from thirty-seven to sixty five ounces to the ton, and at Meredith's location on Lake Superior, where the assay yielded thirty ounces to the ton. With the present improved processes, so small a quantity as four ounces may profitably be extracted from a ton of lead.

At Thunder Bay, on Lake Superior, silver in a native state has recently been discovered in many localities, such as Silver Islet, Prince's location, the Thunder Bay mine, Silver Lake, Pie Island, and McKellar's Island; and several mines produce large results.

Silver mines have also been opened in British Columbia, near Hope, on the Fraser River; a yellowish decomposed vein-stone, brought by Mr. Richardson from this place, was assayed, and gave at the rate of 271.45 oz. of silver to the ton of 2000 lbs. From the general geological features observed in portions of Central British Columbia, there is every reason to anticipate that a rich silver-bearing region exists there, which only requires for its speedy development the introduction of the capital, enterprise, and skill which are certain to follow the opening up of direct communication with the East, but for the present want of which the silver veins, as well as many of the other great natural resources of this portion of the Dominion, remain unproductive and neglected.

Gold exists over a large extent of the Eastern Townships in Quebec, and has attracted labour and capital for its development. It was first noticed in the sands of the Chaudière Valley in 1835, by General Baddeley, R.E.; but the examinations of the last few years only have resulted in its being worked. The source of the gold seems to be the crystalline schists of the Notre-Dame range, and the drift is spread over a wide area on the south side of the St. Lawrence, from Melbourne to Sherbrooke on the St. Francis River, and on Lake St. Francis, on the Chaudière and its tributaries, from St. Mary to the frontier of Maine, and at the Rivière du Loup, gold is to be found; and mining has been carried on at Chaudière and Rivière du Loup with considerable results from the alluvial washings only. Lately machinery has been erected at Chaudière to assist in developing the rock ores.

In Ontario, at Madoc and Marmora, several dissections have been made of gold, partly in quartz veins and partly in rock, and several mines have been opened and worked in both townships. They are usually known as the Madoc Mines.

The geological conditions in North-western New Brunswick are analogous to those of antienter countries generally, and of Eastern Quebec and Nova Scotia, it has always been gold-bearing region, and the explorations so far made for alluvial deposits and gold-bearing rocks, have been encouraging. On the Tobique and its tributaries, have been taken up.

In Nova Scotia, gold-mining has been extensively carried on for many years, but with varying results, for years. In 1879, the Nova Scotia gold-mining was visited in person by Mr. Alfred R. C. Selwyn, the director of geological surveys of Canada, and, as Mr. Selwyn had been, he to Canada in 1879, for sixteen years director of the geological survey of the Province of Victoria in Australia, he was permitted to investigate these fields and their workings. His report on the volume of Geological Surveys for 1879-80, should be followed by every one proposing to venture on gold-mining in Nova Scotia.

The comparisons drawn geologically between Nova Scotia and Victoria are favourable, but he shows conclusively that, analogous results, more economic and skilled labour, careful investigation before the expenditure of capital, and substitution for the present wasteful customs. Mines in Nova Scotia worked to pay ten per cent. dividends on a less yield than the amount wasted in the tailings of some of the Nova Scotia mines, and in Australia the same number of stamps to a hundred per cent. more work per day than in Nova Scotia.

The gold in Nova Scotia occurs principally in quartz veins, and quartzose rocks along the Atlantic coast, being an area of probably 3500 square miles. The mines are mainly in the districts of Stormont, Sherbrooke, Waverley, Montague, Fargie, Oldham, Renfrew, Carleton, and Gay's River. In 1874, there were fifty-three mines, most in small areas, and worked upon the tribute system. Of two are alluvial mines.

The antienter lands of British Columbia do not appear to be of any single district of that great Province. They are along the Fraser and Thompson rivers, and are particularly the district of Caribou, and the new gold mines of the Omnicia, in the north of Columbia, appear to extend over a tract of country.

On Vancouver Island very valuable stream washings have been wrought for a long time. On the mainland the gold of the North Thompson rivers seems to be derived from the deposits which border these rivers, and affords a fine hydraulic mining.

In many localities quartz veins intersperse the slate rock, and seems to be established that from the United States to the fifty-third degree of north latitude, and to a width of from hundred miles, gold is found nearly everywhere.

The yield is gradually increasing, that for 1874 being to the neighbourhood of a million and a half of dollars, and an increase of four hundred thousand dollars beyond that of last season.

Gold is also distributed at some points on the east of the Rocky Mountains, and has been met with in the branches of the Katchewan, from Edmonton to the north. Mr. Selwyn says, "no doubt, washed out of the drift, and as there is little of its having come from the unaltered strata underlying it, it is to be inferred that it has been derived from the crystalline rocks of the north-eastward, probably somewhere between the McArthur and Athabasca Lake. These rocks lie at a distance of one hundred miles from Edmonton in that direction."

Antimony is found in workable veins at Prince William, Woodstock road, in New Brunswick. The ore is sulphuretted antimony, occurring both in pure masses and more or less gangue. No other workable deposit is known, we believe.

II. MINERALS USED IN CERTAIN CHEMICAL FACTORIES.

Sulphur is of three species, but only one—the common, or bisulphuretted of iron—is of any economic importance, and is used chiefly for making sulphuric acid and copras. It is found in considerable quantities in the townships of Ham, Bolton, Melbourne, and at Gaspé, and is used commercially, although it could be to advantage.

Manganese, used in the manufacture of chlorine, is to be found in the townships of St. Lawrence, Bolton, and in New Brunswick at Mathamville, King's County, to a considerable extent. It is also found in Hants elsewhere through Nova Scotia.

Titanium, or titanic iron ore, is used for the production of acid for the manufacture of colors. It is also susceptible of applications in the arts.

at Malow and Mamora, several discoveries have been made of gold, partly in quartz veins and partly in decomposed gravel mines have been opened and worked with success. They are usually known as the Mamora Gold Mines.

General conditions in North western New Brunswick being those of arid regions generally, and especially in the north and Nova Scotia, it has always been stated as a general rule, that the explorations so far undertaken, both in the north and in Nova Scotia, have been moderately successful. On the Tobique and its tributaries, mining leases have been taken up.

In Nova Scotia, gold mining has been extensively followed, with little success, for years. In 1870, the Nova Scotia gold fields were discovered by Mr. Alfred R. C. Selwyn, the director of the geological survey of Canada, and, as Mr. Selwyn had been, before coming to Nova Scotia, for sixteen years director of the geological survey of Victoria in Australia, he was particularly fitted to test these fields and their workings. His report in full, in the "Geological Survey for 1870-71," should be read and very one proposing to venture on gold-mining in Nova Scotia should read it.

Comparisons drawn geologically between Nova Scotia and Victoria are favorable, but he shows conclusively that, to produce results, more economic and skilled labour, and more investigation before the expenditure of capital, must be substituted for the present wasteful customs. Mines in Victoria are paid ten per cent. dividends on a less yield of gold per acre than amount wasted in the mining of some of the Nova Scotia mines, and in Australia the same number of stamps do from one hundred per cent. more work per day than in Nova Scotia. In Nova Scotia occurs principally in quartz veins in granite and quartzite rocks along the Atlantic coast, covering probably 3500 square miles. The mines worked are the districts of Stormont, Sherbrooke, Wine Harbour, Montserrat, Tanguar, Oldham, Kentville, Carleton, Unken, River. In 1873, there were fifty-three mines open, mostly leased, and worked upon the tribute system. Only one or two are owned.

Various lands of British Columbia do not appear to be considered as a single district of that great Province. They extend all the way from the Fraser and Thompson rivers, and are particularly rich in the north of Caribou, and the new gold mines of the district of the north of Columbia, appear to extend over a very large territory.

On Vancouver Island very valuable stream washings have been made for a long time. On the mainland the gold of the Fraser and Thompson rivers seems to be derived from the "terrace" which borders these rivers, and affords a fine field for mining.

Localities quartz veins intersperse the slaty rocks, and it is established that from the United States frontier to the degree of north latitude, and to a width of from one to two miles, gold is found nearly everywhere.

It is gradually increasing, that for 1874 being in the neighborhood of a million and a half of dollars, and an increase of over two thousand dollars beyond that of last season.

It is also distributed at some points on the east side of the mountains, and has been met with in the branches of the Saguenay to the north. Mr. Selwyn says that it is, "washed out of the drift, and as there is little probability of coming from the unaltered strata underlying the plains, it is inferred that it has been derived from the crystalline rocks to the westward, probably somewhere between the Metlay Postage Office and Lake. These rocks lie at a distance of only about 250 miles from the district in question."

It is found in workable veins at Prince William, near the mouth of the river, in New Brunswick. The ore is sulphuret of antimony, both in pure masses and more or less mixed with quartz. No other workable deposit is known, we believe.

MINERALS USED IN CERTAIN CHEMICAL MANUFACTURES.

Antimony is of three species, but only one—the common cubic sulphuret of iron—is of any economic importance. Thus it is used for making sulphuric acid and copperas. Considerable quantities occur at Elizabethtown, near Brockville, Ontario; also at Ascut, in the Eastern Townships of Quebec. In Nova Scotia it is abundant in the strata of the St. John group in the north.

Chlorine, or chromic iron ore, is chiefly used as an ingredient in the manufacture of chromate of potash, used in dyeing and calico printing. It is met with in considerable quantities in Quebec, in the north of the St. Lawrence, at Melville, and at Gaspé, but is not yet commercially, although it could be to advantage.

Titanium, or titanium, is used in the manufacture of chlorine, is to be found in the north, at Stanstead, Bolton, and St. Mary's, in Nova Scotia, at Markhamville, King's County, it is mined in considerable extent. It is also found in Hants County and in the north of Nova Scotia.

Titanium, or titanium, is used for the production of titanium compounds of colors. It is also susceptible of other uses in the arts.

The largest body of this ore known in Canada is at Ray St. Paul, in Quebec. It is, however, often found through the Laurentian series. This ore has been more particularly referred to in the classification of iron ores.

Magnesium, a rare metal, exists in nature for the most part as a sulphuret, and is used for dyeing silk, cotton, and linen, and for other purposes. It is found in some quantities on the north shore of the Gulf of St. Lawrence, and at Harvey Hill, near Leeds. It is also met with on Lake Superior. It is a mineral, soft and unctuous to the touch, of a leaden color, and is often mistaken for plumbeous, from which it is, however, distinguished by its much greater weight.

Magnesium and its salts are extensively used in pharmacy. It is obtained from serpentine or hydrous silicate, from magnesium carbonate or dolomite, and from the native carbonate. The latter is much better fitted for the preparation of magnesium salts than either serpentine or dolomite. It is a rare rock in most parts of the world, and is therefore not improbable that the large quantities of it to be found in the Eastern Townships of Quebec, particularly near Bolton, may one day become an article of export.

III. MINERALS USED IN AGRICULTURE.

Phosphate of Lime, or apatite, is used in the arts for the manufacture of phosphoric acid and of phosphorus, and in the composition of certain porcelains; but its largest application is as a fertilizer, after being manufactured into the superphosphate of lime.

This substance is found in abundance among the Laurentian rocks of Canada, and in Ontario, along the Ottawa, and the line of the Rideau Canal, near Perth, it extends over an area of many square miles.

Its production has been for some years now successfully attempted at the large deposits in North Burgess, South Crosby, and Elmley, and Bedford, Sonington, and Loughborough, where there are a very great number of locations worked, and a large amount of phosphate is exported.

Latterly very valuable deposits of apatite have been discovered and opened for mining on the north side of the Ottawa, in Buckingham, Templeton, and Portland townships.

Gypsum is found in great abundance in Ontario; the outcrop extends from the Niagara River to Lake Huron for a hundred and fifty miles; but the mines now worked are comprised in about thirty-five miles along the Grand River, in Cayuga, York, Seneca, Bradford, and Paris. A very large amount is annually raised and used as a fertilizer, or ground for cement and stucco.

In Quebec, the supplies come mainly from the Magdalen Islands. Extensive and practically inexhaustible beds of gypsum are found in New Brunswick, on the Tobique River, at Hillsborough, Sussex, and other points. There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighbourhood. There are extensive beds also worked in Nova Scotia, at Windsor, Cheverie, Parrishorough, Black River, and elsewhere, and a very large product is exported thence to the United States, or sent to local markets.

Mud, or carbonate of lime, is found in marshes and shallow lakes, where it is formed by the waters of springs highly charged with lime, which is held in solution as bicarbonate, and deposited when the waters come to the air.

When calcined, mud yields a nearly pure and white lime for mortar and other uses. It is often overlaid with deposits of black mud or peat, and is used as a valuable manure for sandy soils.

It is found in many localities in Canada; in Ontario, deposits of it are abundant in the counties of Bruce and Grey; also at Kingston, Loughborough Lake, Elmley, McNab, and along the Ottawa. In Quebec, it exists at Argenteuil, St. Armand, the island of Montreal, Gaspé, and the island of Anticosti. Workable deposits of it are not found in the Lower Provinces.

Salt was discovered in 1866, near the town of Goderich, Ontario. The brine here obtained is one of the purest and most concentrated known for the manufacture of salt. The borings go down through the limestones of the Onondaga and Guelph formations, and two or three hundred feet of red and blue shales, which carry rock salt as their base. The area is extensive, extending from Clinton, through Goderich, to Kincardine, a distance of over forty miles long by seven or eight wide. The manufacture has become important in its dimensions, the position of Goderich on the lake, and at the terminus of a railway, offering great advantages.

Salt springs exist, and no doubt salt deposits, in Manitoba and the whole country north of the Saskatchewan River. They are found at Black Sturgeon River and Lake Manitoba, and on Salt River, an affluent of Slave River in the North west, Sir John Richardson, in 1820, reports seeing copious springs issue from the base of a long ridge some hundreds of feet high, and, spreading their water over a clayey plain, deposit much pure common salt.

In Nova Scotia, the salt springs of Cape Breton appear to issue from rocks lying towards the base of the Lower Carboniferous formation, and are situated on the north side of the Little Narrows of Bras d'Or Lake. Here several saline springs of more or less strength occur in close proximity over an area of about twelve acres of flat marshy land. Much hydrated peroxide of iron is deposited in the water-courses, the odour of sulphuretted hydrogen pervades the atmosphere in the vicinity, and the vegetation is destroyed around all the springs. The strongest spring discharges from 100 to 200 gallons per minute. It is stated that, by evaporating in two com-

mon iron pots, each containing about three gallons, from two to three bushels of salt were made per day, and it had been proposed many years ago to establish works for the manufacture of salt at this place, but the enterprise has not been carried out. At Springhill, Cumberland County, a company is working the salt wells to a large extent.

IV. MINERALS USED AS PIGMENTS

Under this head come the minerals used as paints. The marls just alluded to are sometimes used in this way for whitewashing, or mixed with cheap colours.

Iron Ochre, similar in composition to limonite or *L. terre*, but being soft and pulverulent, instead of forming solid masses, are extensively used as cheap paints. The colour of these ochres is generally a shade of yellow or reddish brown, but sometimes purplish or blackish hues are met with.

These ochres are extensively manufactured in Canada, and are found most abundantly in Quebec, at St. Anne's, Cap de la Madeleine, and Durham. In Ontario, at Owen Sound and Nassagaweya, these ochres are found in large quantities, and at one or two places in the Lower Provinces, in a smaller degree.

Sulphate of Baryte is also used as a paint, or for mixing with other pigments as an adulteration, by reason of its greater weight. It is largely used in the composition of cheap white paints. It is also used as a surface gloss for paper-hangings. It is found in Ontario, in Lansdowne and Barges townships, and from Pigeon River to Fort William, on Lake Superior; and at Gaspé, in Quebec. A beautiful vein of this mineral occurs in the township of Hull, in this Province, varying from two to three feet thick, on a property owned by Hon. Peter Mitchell and F. P. French, of Ottawa. It is of an opaque white colour, and nearly pure.

V. COMBUSTIBLE AND CARBONACEOUS MATERIALS.

In the Central Provinces of Canada, coal cannot be counted among the economic minerals; but in both the Atlantic and Pacific Provinces it is found in quantities to make it of the first importance.

In Nova Scotia, coal-mining assumes large proportions. The principal localities of the coal-fields are in Cape Breton, and in Pictou and Cumberland counties, though veins have been traced, and in some instances opened, in Victoria, Inverness, Richmond, Hants, and Guysborough counties.

We cannot attempt any strictly geological description of these fields, but refer the reader to the extensive reports of the Geological Surveys, or the valuable work on "*Island of Nova Scotia*," by Dr. J. W. Dawson, of McGill College, Montreal. From his widely extended examinations of the Carboniferous rocks of Nova Scotia, Dr. Dawson has subdivided the system into five subordinate formations in descending order:

- "1. *The Upper Coal Formation*, containing coal formation plants, but not productive coals.
- "2. *The Middle Coal Formation*, or coal formation proper, containing the productive coal fields.
- "3. *The Middle Devonian Series*, represented in Nova Scotia by red and grey sandstones, shales and conglomerates, with a few fossil plants and thin coal seams, not productive.
- "4. *The Carboniferous Limestone*, with the associated sandstones, marls, exposures, etc., and holding marine fossils recognized by all paleontologists who have examined them as Carboniferous.
- "5. *The Lower Coal Formation*, holding some, but not all, of the fossils of the Middle Coal formation, and thin coals, not productive, but differing both in flora and fauna from the Upper Devonian, which they overlie, unconformably."

These overlie generally a series of metamorphic rocks consisting of quartzites, felsites, altered slates and conglomerates, which are probably of Devonian and Silurian ages.

The productive coal-measures of Pictou County consist of seams of 2 to 4 feet of bituminous coal, interspersed with black carbonaceous shale, and in some parts with sandstones and fire clay. The coal seams vary in thickness from two to three to thirty-six feet.

The coal fields are divided into mining areas, which are placed by the Province under the authority of a Commissioner of Mines. In the Pictou district, the principal mines are:

The *Allen Mines*, worked by the Hants Company, situated having an area of four square miles with a number of colonies in active operation. The greatest depth reached in the borings is about 900 feet. A railway six miles long, with numerous branches and sidings, connects the mines with the loading ground. The loading wharf is at Pictou Harbour, extending 100 feet into 22 feet of water. The output of these mines is about 150,000 tons per annum.

The *Archie Coal Company* hold, under three leases, an area of six square miles. One area is a point of only 100 feet extending from 10 to 12 fathoms, side on to the town and valuable for sea navigation and for distillation. The company also possess a railway, of three and a half miles to the International Junction, and a shipping wharf, with 20 feet of water, at Pictou Harbour. The output is from 120,000 to 140,000 tons per annum.

The *International Coal Mining Company*, of Montreal, have an area of three square miles. The company, placed under the Drummond, was the scene of a very low sea level, which has severely affected their output, but they have not yet begun work of 100,000 tons per annum, with a view to a new method of mining.

The *Nova Scotia Coal Company* have an area of 10,000 tons per annum.

The *Vale Mine*, belonging to Sir Hugh Allan, is an area of three square miles, and a capacity no less than 100,000 tons per annum. In this district, several more mines, covering square miles, are under lease, but not worked.

The *Pictou coals*, long known as good house coals, have been proved of sound fitness for making.

The *Cape Breton coal-mines* are still more extensive than those of Pictou. The Eastern of St. John's is the most important on the island, comprising an area of 10 miles. Bounded on three sides by the Atlantic, the whole coast deeply indented with bays and harbours, Sydney and Louisbourg, this district appears to be in the Dominion for the supply of fuel to the navigating the Atlantic.

Mr. Charles Robb, who made a critical examination in 1873, and detailed measurements of the points, gives it as his opinion that the whole productive coal-measures in the eastern coal field is probably underlain by only one set of strata, which, however, is interrupted by layers or interstratifications.

The aggregate thickness of coal in workable quantities, the seams varying from three to nine feet, the seams dip at a low angle seaward, and are available, with due caution and care, in the whole land, areas.

The coal is of a nearly uniform bituminous quality for the manufacture of gas, and compared to the best English coal.

As compared with Pictou coal, it is characterised by a portion of combustible matter and less ash; but it contains more sulphur.

Of all the coal mines in Cape Breton, the only the first established, but by far the most important. In 1873, these mines came under the management of the General Mining Association, a London company, under lease in the district more than 30,000 acres, most part, underlain by large workable seams to the present time, this company have worked and systematically, and in the most skillful manner. Mining operations have been confined to three of which the principal is the Sydney main seam, thickness. An estimate has put the available coal alone at over 300,000,000 tons. Four miles, mine with loadings, whereas at North Sydney, mine with the present works is from 100,000 tons, which may be more than doubled by additional.

The *Lingan Mine*, belonging also to the General Mining Association, covers an area of fifteen square miles, and is length by several important seams of coal. It is coal, and largely exported for that purpose. The output of this mine is about 100,000 tons per annum, by rail, is produced.

The *Victoria Mine* coal, for houses and steam, is the best in the district. The area is four miles, and the production from 15,000 to 20,000 tons.

The *International, Cathedral, Gardner, and other mines* are situated a few miles from Sydney, and are worked by a line of railway, and have three and three miles apart. Their average capacity is 100,000 tons per annum, each, but of course, up to 100,000 tons. The coal is chiefly exported to New York.

The *Gowrie and Black House mines*, on the Cape Breton, the latter being regarded, from the size of the seam and its advantageous situation for shipping, Sydney Mine, one of the most important in Cape Breton. The works of the Black House Mine produce 100,000 tons per day, and 100,000 tons per day from the mine. The coal is extensively exported of superior quality.

The Glasgow and Cape Breton Coal and Iron Association of English capitalists recently formed under one management with the railway, the Limerick, Reserve, Haven, Lake, Balmoral, and other mines.

The railway, eight miles in length, from Sydney, passes through, or connects, all these mines. The road is a three foot gauge and ballasted with rubble and gravel, and engines and a sufficient number of English and American locomotives, and is being extended to the point of Louisbourg, the value of this coal-field, by the whole year, and from what must one day be ports of coal stations on the Atlantic seaboard.

The *New Campbellton Mines* were recently discovered, comprising three square miles, a small property area, but easily accessible from the land. It is on the side of the Great Entrance of the Bras d'Or, and is a part of the sea stretching far in the Island of Cape Breton, and lies at the north-west Sydney coal field, and about fifteen miles from the banks from the Sydney Mines. Most of the Sydney Mines are situated throughout the whole, although at the Great Bras d'Or Entrance, the sea is very deep, and the land is very low.

DOMINION OF CANADA.

The Nova Scotia Coal Company have an area of four square miles, and a shipping wharf at Middle River. Their capacity is upwards of 100,000 tons per annum.

The Vale Mine, belonging to Sir Hugh Allan, of Montreal, has an area of three square miles, and a capacity not yet fully developed, but promising results equal to its neighbours.

In this district, several more mines, covering an area of several square miles, are under lease, but not worked at present.

The Pictou coals, long known as good house coals, have, by recent experiments, been proved of sound fitness for steam coals and gas-making.

The Cape Breton coal-mines are still more important and extensive than those of Pictou. The Eastern or Sydney coal field is the most important on the island, comprising an area of over 200 square miles. Bounded on three sides by the Atlantic Ocean, and with the whole coast deeply indented with bays or harbours, not only those of Sydney and Louisburg, this district appears to be the most important in the Dominion for the supply of fuel to the numerous steamers navigating the Atlantic.

Mr. Charles Robb, who made a critical examination of this coal area in 1873, and detailed measurements of the exposures at various points, gives it as his opinion that the whole region occupied by the productive coal-measures in the eastern coal-field of Cape Breton is probably underlain by only one set of seams, the continuity of which, however, is interrupted by layers of micrite.

The aggregate thickness of coal in workable seams is from forty to fifty feet, the seams varying from three to nine feet in thickness. All the seams dip at a low angle seaward, and much of the coal will be available, with due caution and care, in the submarine, as well as in the land, areas.

The coal is of a nearly uniform bituminous variety, much of it applicable for the manufacture of gas, and comparable, for steam purposes, to the best English coal.

As compared with Pictou coal, it is characterized by a greater proportion of combustible matter and less ash; but, on the other hand, it contains more sulphur.

Of all the coal mines in Cape Breton, the Sydney Mines are not only the first established, but by far the most extensive and important. In 1827, these mines came under the exclusive control of the General Mining Association, a London company, who now hold under lease in the district more than 30,000 acres, which are, for the most part, underlain by large workable seams of coal. From 1827 to the present time, this company have worked their mines regularly and systematically, and in the most skilful and economical manner. Mining operations have been continued for three seams at these mines, of which the principal is the Sydney main seam, about six feet in thickness. An estimate has put the available coal of this seam alone at over 35,000,000 tons. Four miles of railway connect the mine with loading-wharves at North Sydney. The capacity of this mine with the present works is from 15,000 to 20,000 tons per annum, which may be more than doubled by additional works.

The Langan Mine, belonging also to the General Mining Association, covers an area of fifteen square miles, and is underlain its entire length by several important seams of coal. It is a specially good coal, and largely exported for that purpose. The capable production of this mine is about 100,000 tons per annum, though not so much, in fact, is produced.

The Victoria Mine coal, for house and steam purposes, is among the best in the district. The area is four miles, and the annual average production from 15,000 to 20,000 tons.

The International, Calhoun, Gardner, and Little Glace Bay mines are situated a few miles from Sydney Harbour, and are connected with it by a line of railway, and have respectively four, two, and three mile areas. Their average capacity is somewhere about 100,000 tons per annum each, but, of course, it is not fully worked up to. The coal is chiefly exported to New York and Boston.

The Gowrie and Block House mines, on Cow Bay, are of importance, the latter being regarded, from the size and quality of the coal seam and its advantageous situation for shipments, as next to the Sydney Mine, one of the most important and productive in Cape Breton. The works of the Block House Mine are equal to 100,000 tons per day, and 60,000 tons per day. Even, in some seasons, delivered from the mine. The coal is extensively exported as a steam and gas coal of superior quality.

The "Glasgow and Cape Breton Coal and Railway Company," an association of English capitalists recently formed, has amalgamated under one management with the railway, the mining areas of Lorne, Lorne, Reserve, Haven, Lake, Balmoral, and Schooner Point.

The railway, eight miles in length, from Sydney Harbour to Schooner Point passes through or connects by short branches with, all these mines. The road is a three foot gauge, substantially built, and ballasted with rubble and gravel, and equipped with Fairlie engines and a sufficient number of English four-ton coal wagons, and is being extended to the port of Louisburg, which will add materially to the value of the coal-field, by furnishing an outlet the whole year round from what must one day be one of the most important coaling stations on the Atlantic seaboard.

The New Campbellton Mines were opened in 1874. The property comprises three square miles, a small proportion of which is sea area, but easily accessible from the land. It is situated on the north-east side of the Great Entrance of the Bras d'Or Lake, a very extensive and deepening of the sea stretching far into the interior of the Island and the north-west in proximity of the St. Louis coal field, and about thirteen miles distant, on the coast, of the beds from the Sydney Mines. Most of the coal-seams of the Sydney Mines are traced throughout the whole of this distance, and although at the Great Entrance they differ in their continuity, they have, throughout the whole of the course, followed con-

siderably to the west it is nevertheless believed on good ground that some of the most important seams of the district underlie the New Campbellton property in a basin shape, with their outcrops comprised entirely within the area.

Three seams of coal, aggregating twelve feet, are included within a thickness of 150 feet on this property, and considerable coal has been obtained since their opening. Supposing these three seams to maintain their thickness, and to be unaltered by faults, they will underlie, at a moderate and easily workable depth, an area of 1000 acres, and contain 15,000,000 tons of coal, exclusively of the vertical portions of the seams, which may be estimated to contain 8,000,000 or 10,000,000 tons additional. It is proper to mention, however, that the six-foot seam, where cut and partially worked at the tunnel, is irregular in thickness, and may not prove to be workable throughout its whole extent; but, on the other hand, there are evidences of the existence of other seams lying both above and below those specified. The coal from these mines is shipped from Kelly Cove, a capacious and sheltered harbour three miles from the ocean and close by the mines, with which it is connected by a railway one and a quarter miles long.

The mines of Cumberland County have only lately assumed importance, but recent surveys are proving the coal fields underlying this region to be very extensive.

The workable seams of coal are numerous, running from two to thirteen feet, with an average dip of thirty degrees. The report of the late Mr. Edward Hartley on the Springhill coal field, which comprises the most important section of this county, speaks highly of its character and value, as follows:

"An examination of the external character of this coal shows it to be a bituminous coal of a moderately compact texture, and not inclined to fall to pieces or *shale*. Its colour is a bright, brownish black, brilliant except on the faces of the partings, which show a few patches of mineral charcoal. But a small proportion of the sample shows a shaly lamination, or tendency to break with the planes of deposition.

"The analyses show this coal to belong to the class known as highly bituminous, or *fat caking* coals, in character very similar to those of the north of England, known as North Country or Newcastle Hartley coals.

"The high rate of volatile to fixed combustible matter should render this coal, in common with the Newcastle coals which it resembles, an admirable gas-coal, while in the amount of sulphur it falls much below the average of Newcastle coals; therefore the gas obtained from it should be very easily purified.

"The coke of this coal appears in every way well adapted for iron-smelting, as it is firm and rather compact, and in contents of ash and sulphur will compare favourably with that from any coal of the Province, the latter being a most important point to consider in its value for iron-smelting."

The Joggins Mine, with an area of two square miles, is situated on the coast at the entrance to Cumberland Basin, and is the oldest in this region, with good shipping facilities, and works capable of an output of about 30,000 tons, but not working up to quite half that amount.

The Scotia Mine has an area of four square miles, but is only lightly worked as yet.

The Springhill coal-field is situated about twenty miles south-east of the Joggins shore. The Springhill Mining Company's area of three square miles has attracted much attention, as being the most important mine yet opened in the recently surveyed district. The great eleven feet vein in this area has been traced and proved, and a rapid development of the mines of the district is probable.

The Springhill Company have opened their workings successfully. Two slopes have been commenced fifty chains apart. The west or *low* has been driven about 120 feet, and the requisite pumping and winding machinery erected. The engine is a single sixteen inch cylinder with a four feet six inch stroke, geared three to one, and driving a nine foot drum. Engines of a heavier class and more permanent character are in course of erection at the east slope, where in future the principal output is expected to be made.

A good deal of coal is being marketed by means of the Springhill branch, four miles in length, of the Intercolonial Railway, but when the completion of the Springhill and Parrishot Railway opens communication with a good port of shipment, it will enable them to ship to the New England markets, and compete with the Cape Breton coals for gas-making purposes.

The capable production of this mine depends on the extent of the works erected. The seams of coal are abundant to supply exhaustless quantities.

The Springhill and Parrishot Mining and Railway Company, who are building the road before alluded to, and the General Mining Association, and others, cover large areas in this field awaiting development.

Bores and surveys made in 1874, by Mr. Scott Barlow, have shown the existence of many valuable seams from six to thirteen feet in these properties, which will no doubt be soon actively mined.

The mines of the remaining counties of Nova Scotia require no special notice.

The total output of all the mines is from 1,000,000 to 1,200,000 tons per annum. Those of Inverness County are of extent and value, with a bituminous coal of excellent quality, but hitherto their development has been retarded by the want of a port of shipment, a fault which is likely soon to be remedied by the construction of a railway connecting the coal-mines of Broad Cove, Malton, and other parts of the county with a ship-pier-port on the Strait of Canso, and the railway system of Nova Scotia.

The great Carboniferous age of New Brunswick has a triangular form, the base resting on the Gulf of St. Lawrence, and the apex situ-

aged near the boundary-line between the counties of York and Charlotte, embracing fully one third of the area of the Province.

Much of it is yet unexplored in detail, but a survey was begun, in 1873, of the counties of Queen and Sunbury, and part of York, which it is intended to extend over the whole area. The coal formation of New Brunswick is divided by the reports into three series, the Lower, Middle, and Upper Carboniferous formations, with a base of conglomerate rocks.

The limestones which are so common in the Carboniferous rocks of Nova Scotia here appear to be generally wanting, but the red conglomerates and sandstones which accompany these limestones are universally distributed, making a close lithological resemblance to the underlying series of the Pecten coal-measures. No extensive mining operations have yet been carried on in the district under survey, though several small mines are opened, and coal to a considerable amount is taken out at points near Grand Lake and on the Newcastle River. In this area the coal-croppings are numerous, and the country is everywhere occupied by the strata of the Middle Carboniferous formation (productive coal measures).

On the Salmon River, coal was mined nearly two centuries ago by the French; and on the North Branch several good indications are seen, and on Coal Creek mines have been worked to some extent.

West of the St. John River, coal-seams are exposed at various points on the Nepesis River.

A valuable seam has lately been opened, called the Clones Coal-seam, near the source of the Nepesis, and with easy communications to a market. On the Otnahog and Mercereau brooks, in the same locality, outcrops of coal exist.

The total area of this district over which workable seams of coal may be looked for, is over 1000 square miles, and we cannot do better than quote from the report of the surveys of 1872-73 a few words on this point, to show (as a curiosity of figures to the uninitiated) the calculations of the possible enormous quantity of coal beneath.

"We are not yet possessed of sufficient data to justify the assertion that the various out-crops of coal met with over this area, and at widely separated points (such as Clones, the Washademoak, Otnahog, Little River, Nashwaak River, etc.), belong to the same seam as those at Grand Lake, though there are facts which favour such a supposition; there is, however, no reason to doubt that those in the neighbourhood of the last-named lake are all of the same seam, and that consequently the area over which it may be safely regarded as extending is a very considerable one. Thus the areas of the Newcastle, Salmon River, and Coal Creek coal-fields are about one hundred and twelve square miles. Adopting twenty inches as the average thickness of the coal seam, and 79.4 lbs. as the weight of a cubic foot of coal (the specific gravity being 1.27), and deducting one-fourth for the areas occupied by Salmon River and Grand Lake, the total amount of coal within the areas in question would be (at the rate of 2000 lbs. to the ton) not less than 15,441,417 tons.

"It is, however, to be observed that the true area of the coal-fields in question, and more particularly that of Newcastle River, is probably much larger than has been stated above; the line which has been chosen as marking its western limits really indicating only the point where the rocks of the Middle coal formation pass beneath those which form the highest member of the Carboniferous system, and under which they could probably be reached at no great depth. The occurrence of a coal-seam on Little River in Sunbury County, having about the same position and thickness as those of Newcastle, renders this supposition highly probable. Moreover, the thickness of the coal beds at Clones does not differ very greatly from that of the beds at Grand Lake, and it is not improbable that a large part of the area occupied by the productive measures, and more particularly where the Newer coal formation exists, is underlain by the same seam. Supposing this to be the case, and deducting one-third for the area occupied by the barren measures at the base of the Middle Carboniferous formation, or rendered unavailable by being covered with lakes, the possible total yield of coal from a seam of twenty inches over the remaining area would be not less than 3,570,430,357 tons. Setting aside, however, this supposition as confessedly based upon too imperfect data, we can still hardly doubt that the area over which the principal seam of coal in the Grand Lake region may be reasonably supposed to extend, is at least two or three times greater than that employed in the above calculations, and that therefore the estimate of its productive capacity may be fairly increased in a corresponding ratio."

It is to be regretted that the report of the surveys of this region made by Professors Bailey and Matthews during 1874, could not also be obtained in time for this article, as being likely to show more particular developments.

There exists also in Hillsborough County, New Brunswick, a famous mine of coal called the Albert Mine, which produces coal largely impregnated with oil, and of extraordinary gas-producing qualities. It has long been disputed whether this was a bed or a true vein, but the late Mr. Hartley, of the Geological Survey, confirms by his report the view taken by Dr. Dawson and others, that it is indisputably a vein. When the discussion first arose, the mine was only 300 feet deep, and worked 300 feet on the strike, now it is 1300 feet deep, and worked over half a mile on the strike. This coal, called Albertite, is said to yield 100 gallons of crude oil to the ton, while of 438 the yield is 14,500 feet, of superior illuminating power.

Coal has been found, and is supposed to exist in large quantities in the North-west Territories, but as yet of the actual extent little is really known. In 1873, Mr. Selwyn conducted an exploration from Fort Gary in Manitoba to the Rocky Mountain House, returning by way of the Saskatchewan River and Lake Winnipeg; and Mr. Robert

Bell made a survey between Red River and the South and between Red River and Lake Superior.

From these reports we gather all that is yet known of deposits, which are likely, at no distant day, to be of assistance in the settlement and development of the North, serving perhaps as sources of a fuel supply to the Canadian Railway.

From Mr. Selwyn's report we may briefly quote that the North Saskatchewan River, between Edmonton and Mountain House, of a number of flat-lying workable seams, one of them measuring, in two exposures upwards, apart, from eighteen to twenty feet in thickness, and situated for working." Also farther down the stream, a mile and a half below the mouth of Clearwater, on the seam of excellent coal crops out, said to be from two to three feet thick. A considerable quantity of coal has been raised in the forge at the fort, for which purpose it is found well. It is a hard, bright, jet-like coal, and does not suppose like that from most of the other beds in the analyses of seams which crop in the banks of the Rocky Mountain House and Edmonton, serve to show nine coals of the Upper Saskatchewan are very superior, with farther to the south, along the boundary-line Qu'Appelle Valley. The latter appear to be all of whether the Saskatchewan coals are of the same age, it is at present uncertain." He also says, "There can be that in the region west of Edmonton, founded on the Athabasca River and on the south by the Red Deer exists a vast coal field covering an area of not less than 1000 miles; and beneath a large portion of this area we find workable seams of coal at depths seldom exceeding 100 feet, and often, as in the case of the thick seams above, favourably situated for working by levels from the surface."

"These coals may all be classed as brown coals, although character they mostly resemble bituminous coals of the ferrous. Regarded as brown coals, they may all be the best of their kind.

"As a fuel for locomotives and for domestic purposes, cooking as well as warming, the coal in general answers. It kindles and burns freely, making a bright fire with and comparatively little smoke."

Comparing recent investigations with the report of Professor James T. Hodge on the coal-mines of the Rockies in Colorado, Utah, and Wyoming, which are now worked, there appears every reason to believe that the doubtfully belong to what may be regarded as only prolongation of one vast and wide-spread coal-bearing extending, with but few interruptions and with wonderful character, from the shores of the Arctic Ocean for miles along the eastern slopes of the Rocky Mountains.

Between the Red River and South Saskatchewan, found at Ditt Hills and Woody Mountain, but not character as the brown coals above mentioned. Similar also found in the Sonnis Valley.

We have only now to notice the extensive coal fields of Columbia.

The coal-bearing formation of Vancouver Island is into two subordinate troughs, the north-western being the Comox, and the south-eastern as the Nanaimo coal is of a true bituminous character, the veins or through strata of grey sandstone and argillaceous Comox area, on the north-western end of the island Brown's River, a tributary of the Nanaimo, on the Sable River on the south-east, on which the Baynes mine is situated, and it also includes Denman and I. The Union and Beaton mines in this area are raisers of coal for export. At Baynes Sound Mine operations extended extensively. The seams of coal vary from ten feet.

The Vancouver Island Coal Company's works at Nanaimo are a six-foot seam, and they work other seams also at Nanaimo. These mines produce about 100,000 tons per annum of coal. The Nanaimo area includes a number of veins of which mine have been opened.

Coal has also been found on the mainland near Victoria, but nothing is known of its thickness or extent.

In Queen Charlotte Island the coal is an *anthracite* strata with black argillaceous shale and grey trap or nodules of ironstone interstratified with the shale. Charlotte Coal-Mining Company have for some time mined this coal for export, but with only partial success, being impeded by more careful management and surveys.

The coal trade of this Province is yet in its infancy, though surveys and improved mining it must soon be an industry of the first importance. The output of the Province for 1874 was less than 100,000 tons, but with of position, and the markets of California and the coast open to supply, there should be a large increase before long.

Bituminous shales exist in large masses at Collingwood where works were erected for their distillation, and oil in quantities equal to about three per cent. of Bosanquet they yield about 4.2 per cent. of oil, or about 100 lbs. In Quebec the shales at Gaspe are said to be of the same age.

New Brunswick possesses some very rich bituminous Blackband, in Albert County, yielding sixty three gallons of oil to the ton. Others on the Memramouk yield 100 lbs. The Blackband shales are also capable of

le a survey between Red River and the South Saskatchewan, ven Red River and Lake Superior.

these reports we gather all that is yet known of these coal, which are likely, at no distant day, to be of great value in the settlement and development of the North-west, and in perhaps as sources of a fuel supply to the Canadian Pacific

Mr. Selwyn's report we may briefly quote the finding "on the Saskatchewan River, between Edmonton and Rocky Mountain, of a number of flat-lying workable seams of good coal; them measuring, in two exposures upwards of four miles on eighteen to twenty feet in thickness, and very favourably for working." Also further down the stream, "at about a half below the mouth of Clearwater, on the left bank, an excellent coal crops out, said to be from two to three feet. A considerable quantity of coal has been raised from it for the forge at the fort, for which purpose it is found to answer as a hard, bright, jet-like coal, and does not split up on exposure like that from most of the other beds in the vicinity. The seams which crop in the banks of the river, between Mountain House and Edmonton, serve to show that the lignites of the Upper Saskatchewan are very superior to those met ther to the south, along the boundary-line, and in the Elle Valley. The latter appear to be all of Tertiary age; the Saskatchewan coals are of the same age, or Cretaceous, sent uncertain." He also says, "There can be no question the region west of Edmonton, bounded on the north by the sea River and on the south by the Red Deer River, there vast coal field covering an area of not less than 25,000 square and beneath a large portion of this area we may expect to find seams of coal at depths seldom exceeding 300 feet, n, as in the case of the thick seams above described, very well situated for working by levels from the surface. The coals may all be classed as brown coals, although in physical they mostly resemble bituminous coals of the true Carboniferous. Regarded as brown coals, they may all be considered the best kind.

a fuel for locomotives and for domestic purposes, including as well as warming, the coal in general answers very well, and burns freely, making a bright fire with a yellow blaze comparatively little smoke."

During recent investigations with the report of the late Prof. James T. Hodge on the coal-mines of the Rocky Mountains, Colorado, Utah, and Wyoming, which are now being largely, it there appears every reason to believe that those seams truly belong to what may be regarded as only the southern portion of one vast and wide spread coal-bearing formation, ing, with but few interruptions and with wonderful uniformity after, from the shores of the Arctic Ocean for thousands of long the eastern slopes of the Rocky Mountains.

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Vancouver Island Coal Company's works at Nanaimo are on of seam, and they work other seams also at Newcastle Island. mines produce about 3000 tons per annum with the present s. The Nanaimo area includes a number of islands, on some of which mines have been opened.

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coal made of this Province is yet in its infancy, and with more g surveys and improved mining it must soon develop into s of the first importance. The output of the mines of the e for 1875 was less than 100,000 tons, but with the advantages, and the markets of California and the Lower Pacific pen to supply, there should be a large increase in production long.

ous shales exist in large masses at Collingwood in Ontario, works were erected for their distillation, and they produced quantities equal to about three per cent. of the rock. At net they yield about 42 per cent. of oil, or about ten gallons n. In Quebec the shales at Gaspé are said to be rich in oil. Brunswick possesses some very rich bituminous shales, the and in Albert County, yielding sixty-three gallons of crude e ton. Others on the Memramcook yield thirteen-seven gal. The Blackband shales are also capable of yielding 7500

cubic feet of gas per ton, or about one-half the quantity afforded by the mineral Albertite. There are rich beds of these shales in King's, Albert, and Westmoreland counties.

Petroleum occurs in the limestones of both the Trenton group of the Lower Silurian series, and the Carniferous formation of the Devonian series, and it is from the latter that the oil-springs of Ontario take their source.

At Enniskillen, Bothwell, Petrolia, and other towns of Western Ontario, immense numbers of wells have been sunk, and the capital employed in the production and refining of petroleum is over \$15, 000,000, with an annual yield which has risen to 25,000,000 gallons of crude oil, and twelve to fifteen millions of gallons of refined petroleum. Petroleum is also found largely diffused through Gaspé in Quebec, but little has been done in its development comparatively, although a few hundred thousand gallons are yearly produced. In Manitoba and the North-west, from the western shore of Lake Winnipeg, up the Saskatchewan Valley, and to the north of it, lies a great belt of paleozoic rocks with an average width of sixty to seventy miles, and extending in British territory from the forty-ninth parallel to the mouth of the Mackenzie River.

Almost the only reliable information relating to this region north of the Saskatchewan is to be found in the narratives of Sir Alexander Mackenzie and Sir John Richardson, published respectively in 1801 and 1851, and who observed "bituminous fountains"; but Mr. Selwyn, in his late report, says: "In the comparatively few localities where the rocks composing it have been examined they appear to be characterized, like the formations of the same age in Western Canada, by deposits of salt and petroleum, giving rise to copious springs of these valuable materials. And there seems but little doubt that Canada has here a salt and oil bearing region surpassing in extent and productive capacity any hitherto developed on the American continent."

Peat exists in great deposits in Quebec, in the plains along the St. Lawrence and its tributaries. It is of a gradual vegetable growth often resting on a layer of shell marl. The largest deposits occur near Chambly, St. Sulpice, Longueuil, and Le Verre. On the island of Anticosti there is a deposit of excellent quality of over a hundred and sixty square miles, and from three to ten feet thick. Some of the peat-bogs are being worked to advantage of late years by large companies formed in Montreal.

In Ontario, large deposits are found at Nepean, Gloucester, Westmeath, and other points.

Extensive deposits of peat presenting the same features as those of Quebec occur in New Brunswick, in St. John County, on the Miramichi Barrens, along the coast near Musquash Harbour and Passamaquoddy Bay, and on the line of railway near St. Stephen's.

VI. REFRACTORY MINERALS.

Those minerals which are used in the construction of furnaces, or generally for withstanding heat, are technically called *refractory substances*. First in order comes

Plumbago, or graphite, commonly known as black-lead, which receives several applications in the arts. The finer varieties, used for pencils, command a very high price; the inferior qualities are used for preventing friction in machinery, and for stove-polish. The most important use, however, is for the manufacture of crucibles and melting-pots, and for small furnaces for assayers and chemists.

The plumbago of Canada is a pure crystalline plumbago, and is found principally in the Eastern Townships, and at Grenville and Buckingham, where valuable mines are worked. It is also found at Burgess and North Elmley, in Ontario, and near Kingston. At a few points in New Brunswick this mineral is found in available quantities. The largest deposit is in the vicinity of St. John, near Portland, on the Straight Shore, where for many years the mines have yielded largely a plumbago well suited for foundry facings and stove-polish. In the vicinity of Windsor, in Nova Scotia, plumbago is also found and exported.

Mica occurs in the limestones and altered rocks of the Eastern Townships at Grenville, where mines are opened. At North Burgess, in Ontario, also, a valuable mica-mine is worked, where plates of unusually large size have been obtained. The value of mica depends upon the size, transparency, and perfection of the plates. It is frequently found in large masses, which may be separated into thin, transparent plates. Mica in this form, as is well known, receives various applications in the arts, being employed for the fronts of stoves, for lanterns, and for the chimneys of lamps. As it is not liable to be broken by concussion, it is also used instead of glass in the windows of ships of war; and it has received several other applications of less importance.

Sapstone, or steatite, is used for an infinite variety of purposes, such as small furnaces, stove-linings, culinary vessels, water-pipes, cistern linings, and, when heated and made harder and polished, it is used for gas-burners, buttons, etc.

In Quebec, a workable bed exists at Potton, in the Missisquoi Valley, and, no doubt, in other parts of the same magneesian band. A variety called *pyralloite* is found at Grenville and on the Saguenay. Another variety, less refractory and less numerous than true steatite, but applicable to many of the same uses, is *potstone*. At Beaton and Bronghton, beds of this pure, compact chlorite are met with, having a breadth of twenty feet, from which large blocks and plates may be cut by a common mill-saw.

Sandstone, and sand suitable for constructing furnaces and smelting metals, are to be found in many parts of Canada. In the north

pure siliceous sandstone at Gros Rapids, on the St. Maurice, blocks of large size are found, and used in the iron furnaces of that vicinity. Moulders' sand is also found here, and at Laval, near Quebec. At Pittsburg, in Ontario, large quantities of stone for iron-workers is quarried, on La Perle, Brockville, and Owen Sound, moulders' sand exists in large quantities. It is also found at Windsor, and other points in Nova Scotia and New Brunswick.

VII. MATERIALS FOR BRICKS, POTTERY, AND GLASS.

Under this head may be noticed the clays for the manufacture of common bricks, tiles, and coarse earthenware. No clays in for the finer kinds of pottery have as yet been found in the country.

Clays suited for the manufacture of bricks are found in a vast number of places throughout the Province. In Ontario, the clays are divided into two classes. The older and underlying deposit is comparatively free from oxide of iron, and yields white bricks, which generally, however, have a somewhat yellowish tinge. The white-buff clay is unconformably overlaid by another deposit, which gives red bricks. These white bricks, which are more esteemed than the red, are made in a great many localities, from the shore of Lake Huron as far eastward as Brockville. The average number of bricks made annually in Toronto is from fifteen to twenty millions, of which from seven to ten millions are white bricks.

In Quebec, the two kinds of clay which are distinguished in the West are no longer met with; but an extensive deposit of marine clay extends throughout the valleys of the Ottawa and St. Lawrence, and furnishes everywhere material for bricks. The two principal manufacturers at Montreal produce each about ten millions of bricks annually. Some brick-works of these clays are employed for the manufacture of coarse earthenware, which is manufactured at many places in either Province. Drain-tiles for agricultural purposes are also made at several places.

The white siliceous sandstone of the Potsdam formation affords, in many places, a material sufficiently pure for the manufacture of glass.

The specimens of this stone from Vandriell have attracted the attention of English glass manufacturers, who import a similar material from the United States, and who have made inquiries as to the price at which the sandstone could be furnished in England. A successful glass factory has since been established at Vandriell.

Good marine clays, furnishing material for bricks, are to be found at very many places in Nova Scotia and New Brunswick, so that they may be considered as generally obtainable for local use.

Fire-clay is met with beneath the coal seams in the Newcastle district of New Brunswick, and has been shipped to some extent to St. John, but less attention has been devoted to it than its value and accessibility deserve.

Good red-brick clays exist at Fort Garry in Manitoba, and will be of considerable value to that Province, if care is taken in the proper mixture of suitable sand, and in burning.

Brick clays exist near Victoria in British Columbia, and at many other parts of the coast, as at Comox Harbour and elsewhere.

VIII. CEMENTS AND MORTARS.

Under this head come the ordinary limestones and those suitable for making water lime.

The Lower Silurian limestones of the Chazy formation and of the Trenton group afford, throughout their distribution, abundant material for the manufacture of lime, and they are extensively burned in many parts of the Dominion. From their general purity, and from their freedom from iron and magnesia, they yield a white lime well adapted for making mortar, for whitening walls, for agricultural purposes, and for the purification of coal-gas.

The Middle and Upper Silurian limestones of Ontario are generally magnesian, and have the composition of dolomite. When burned, they yield a magnesian or magnesian lime, which is for the most part very free from impurities. These magnesian limes yield very strong mortar, but are considered to be less proper for agricultural purposes than those which contain no magnesia.

The limestones of the Laurentian series are very important both from their extent and from the fact that wherever they occur the same region presents the valleys of the culture of iron.

Hydraulic cements are artificially made by mixing chalk or other calcareous lime with a proper quantity of clay, and calcining the mixture. Where, however, natural laminations of clay and calcareous lime can be obtained in place, it is more advantageous to employ them than to resort to artificial preparations. When a limestone contains from fifteen to twenty per cent of clay, it yields a lime possessing hydraulic properties, which increase with the proportion of clay; and when this amounts to one-third of the lime, the mixture yields a cement which hardens almost immediately under water. Magnesian limes yield hydraulic cements equally good with those of pure lime.

Aquiferous limestones and dolomites, yielding good hydraulic cements, are known in many parts of Canada. Viable quarries are found at Gros Cap, Quebec City and other points in that Province, and at Napuan, Kingston, Thorold, an exceptionally good cement, Onondaga, Brantford, and on Lake Huron in the Province of Ontario. Limestones, both of the ordinary and magnesian sorts, and of every shade from pure white to one which, from disseminated graphite, is nearly black, form thick deposits at the narrows of the St. John River in New Brunswick, and many large quarries are worked. Through the whole coastal group very pure white car-

bonates of lime are found in Charlotte and King's co. Noyes River, Grand Manan, etc. Pure limestones are at Woodstock, Canterbury, and the north-western counties. In Nova Scotia also, good limestones are found in C. County, and near Windsor, and Halifax, and in the other parts of Cape Breton. In Manitoba and the North abound near many of the lakes and rivers.

Limestones are abundant in British Columbia, both on the Island and the mainland, in those parts which have been surveyed. They are of both grey and white descriptions, and of excellent building-lime.

IX. GRINDING AND POLISHING MATERIALS.

These consist of millstones employed for grinding a secondly, of stones used for grinding, sharpening, and polishing metals and stones. Besides these, numerous kinds of garnet rock, sometimes used as a substitute for emery, occurs in Canada at Riv St. Paul and St. Jerome, in Quebec. The French buhrstone, which is preferred to all others for the construction of mills for grinding grain, is a peculiarly siliceous rock, having a porous or cellular structure, renders its surface especially adapted for the purpose.

In the Laurentian series in Canada, however, a still finer kind occurs in large veins, apparently of aqueous origin, the intrusive syenite of Grenville. The chert, which much the French buhrstone in its character, has been prominently equally well fitted for the manufacture of millstones. The surface are, however, injured by the weather, and the quarrying of the material from a vein in the hard syenite that it would probably prove more expensive than the buhrstone.

In various parts of the country, millstones, inferior to stones, but answering a very good purpose, are made from hard siliceous rocks. Along the north shore of the Ottawa Saguenay, at St. Catharines, Vandriell, and other points, millstones of a good quality have been made from the conglomerates or granitic gneiss rocks.

At Cayuga in Ontario good millstones are manufactured from some points on Lake Superior possess rocks of a similar nature. For *grindstones and whetstones*, a sandstone well adapted in Ontario at Nottawasaga, Collingwood, and Madoc; a few, at Whetstone Point on the Chaudière Lake, Whetstone in Lake Memphremagog, and at Stanstead, Bolton, and other points.

In New Brunswick, sandstones of superior quality to millstones or grindstones may be obtained in the Lower Devonian or millstone-grit series of rocks, near the head of Fundy. Quarries have been opened at Shepody Bay, and other points.

In Nova Scotia the quarries of Minniefield yield excellent and soft stones, which are largely manufactured for export.

X. BUILDING STONES.

Of these Canada possesses an abundance, both for ordinary and decorative architecture.

Granite, syenite, and gneiss may be considered together, much as they pass into one another.

In Quebec, one of the most beautiful granites is to be found in the township of Stanstead, where a mass of it covers an area of six square miles. This granite is a rather fine grained mixture of white orthoclase and white quartz, with a spot of black mica, giving a light grey colour to the mass. It is free from iron pyrites, and appears to be but little affected by weather. It is capable of being easily split by wedges, of almost any required size. This stone appears to compare with the best granites of Great Britain and Ireland. Although granite is more expensive to quarry and to transport, its superior beauty and durability cause it to be used for structures destined to be of a lasting nature. In the eastern region to find their way into all the Canadian granites similar to the above is found at Rimouski, and in many localities around the St. Lawrence and the Saguenay. Among the intrusive rocks of the Laurentian series, a syenite having an area of about thirty-six miles, among the rocks in the townships of Grenville, Chatham, and others, compose a belt of a deep-fleshed orthoclase, feldspar, and black mica, and a hornblende.

A very fine variety of syenite is obtained from Riv St. Lawrence near Gaspereau, and it is said to be numerous small islands in this, nearly to Brockville from the fact in containing but a small proportion of orthoclase. The quartz, which is more abundant than in the syenite, is somewhat bluish and opalescent, and the rarity of the hornblende, gives to the rock a lighter, which is very agreeable to the eye, and resembles the Aberdeen granite.

The gneiss of the Laurentian series is in many localities for building purposes, but it occurs in districts remote towns, and has received but few applications.

Sandstone—capable of being employed for building abundant in Lake Superior and through the Huronian. Near Brockville in Ontario massive beds are found sandstone was procured for the new houses of P.

DOMINION OF CANADA.

limestone are found in Charlotte and King's counties, the Grand Manan, etc. Pure limestones are also found in the Gaspé, and the north-western counties. In the latter, good limestones are found in Cumberland and near Windsor and Halifax, and at Big Bras d'Or and Cape Breton. In Manitoba and the North-west there are many of the lakes and rivers. Limestones are abundant in British Columbia, both in Vancouver Island and on the mainland, in those parts which have come under the name of both grey and white descriptions, and abound in building lime.

GRINDING AND POLISHING MATERIALS

Grinding and polishing materials consist of millstones employed for grinding grain, and of stones used for grinding, sharpening, cutting, and abrading stones. Besides these, mention may be made of corundum, sometimes used as a substitute for emery, and which is found at Big St. Paul and St. Jerome, in Quebec. A rich boulder-stone, which is preferred to all other materials for the construction of mills for grinding grain, is a peculiar chert rock, having a porous or cellular texture, which renders it especially adapted for the purpose. In the Laurentian series in Canada, however, a cellular chert of this kind is not found, but a chert of a different kind occurs in large veins, apparently of aqueous origin, cutting the gneiss of Grenville. The chert, which much resembles boulder-stone in its character, has been pronounced to be fitted for the manufacture of millstones. The portions are, however, injured by the weather; and the difficulties of procuring the material from a vein in the hard gneiss are such that probably prove more expensive than the imported material.

In parts of the country, millstones, inferior to the French, answering a very good purpose, are made from different rocks. Along the north shore of the Ottawa, on the St. Charles, Vaudreuil, and other points in Quebec, of a good quality have been made from the quartzose conglomerated gneiss rocks.

In Ontario good millstones are manufactured, and on Lake Superior possess rocks of a similar character. In the Laurentian series, a sandstone well adapted is found at Nottawasaga, Collingwood, and Madoc; and in the Laurentian series, a sandstone is found at Whetstone Island, and at Stanstead, Bolton, and Oxford.

In Brunswick, sandstones of superior quality for making or grinding may be obtained in the Lower Carboniferous series of rocks, near the head of the Bay of Fundy. Quarries have been opened at Shepody Bay and neighbourhood.

In the Laurentian series, the quarries of Minidie yield excellent grinding-stones, which are largely manufactured for export.

8. BUILDING-STONES.

Canada possesses an abundance, both for common and architectural purposes, of granite, gneiss, and mica-schist, which may be considered together, inasmuch as they pass into one another.

One of the most beautiful granites is to be found in the Laurentian series, where a mass of it covers an area of about 100 miles. This granite is a rather fine grained and uniform white orthoclase and white quartz, with a sparing amount of mica, giving a light grey colour to the mass. The rock is hard, and appears to be but little affected by the weather. It is capable of being easily split by wedges into blocks of any required size. This stone appears to compare favourably with the best granites of Great Britain and of New England. Granite is more expensive to quarry and to dress than its superior beauty and durability cause it to be pre-ferred to the above is found at Barnston and Hartford, in localities around the St. Lawrence and Megantic rivers, the intrusive rocks of the Laurentian series is a reddish granite of about thirty-six miles among the Laurentian series. In the townships of Grenville, Chatham, and Wentworth, the Laurentian series is a deep flesh red orthoclase feldspar, and a black cleavable hornblende.

The variety of gneiss is abundant on Barrow Island in Victoria Harbour, and it is said to be common in small islands from this nearly to the Gulf of St. Lawrence. It is not in continuing but a small proportion of greenish hornblende quartz, which is more abundant than in the Grenville series, somewhat bluish and apatitic, and thus, with the hornblende, gives to the rock a brighter red colour, very agreeable to the eye, and resembles that of the red granite.

The Laurentian series is in many localities well fitted for building purposes, but it occurs in districts removed from the sea and has received but few applications.

Granite is capable of being employed for building purposes. Lake Superior and through the Laurentian series. At Barrow Island in Ontario massive beds are found, from which was procured for the new houses of Parliament in

Ottawa, as also from similar quarries at Nepean. A belt of sandstone strata, from two to ten feet thick in its different beds, known as the Grey Sand, extends from Queenston to Collingwood, and from this sandstone University College in Toronto was built.

In the Province of Quebec, at Gaspe, on Anticosti Island, and at Vaudreuil, quarries of fine sandstone are to be found in abundance.

In New Brunswick, many excellent granites are obtained from those of the Laurentian system. At Eagles Cliff, and at St. George in Charlotte County, in the St. Lawrence Valley, and on the St. Croix River, quarries produce a soft stone for architectural purposes. Sandstones of various textures and colours are abundant through the southern counties. The best is an olive grey limestone in Albert and Westmorland counties. Red freestones are found at Lepreau, and grey sandstones of a harder character in the county of St. John. Sandstones of fine building quality are found in Nova Scotia at Minidie, Cheverie, Hantsport, and Windsor.

The good grey sandstone suitable for building are of frequent occurrence. The principal points worked for supply in Quebec are at Grenville, Grand Isle, Collingwood, and Pointe Claire. Large quarries are open near Montreal, derived from the grey beds of the Ticonderoga formation. The band has a thickness of from eight to twelve feet made up of beds of from three to eighteen inches. From these are derived the stones used in the best buildings of Montreal. Farther down the St. Lawrence, these limestones are to be found for very many points, and also at Murray Bay, the Saguenay, and Anticosti.

In Ontario, these limestones are to be found at Niagara and Guelph, where the quarries are exceptionally good, at Owen Sound, Brantford, and in the eastern part of the Province, at Brockville, Bowmanville, Kingston, and Cornwall.

In North-western Ontario and Manitoba, supplies of good building limestones and sandstones are to be found on Lake Nipigon, the Black Sturgeon River, and elsewhere. The limestones of the parish of Portland and the narrows of the St. John in New Brunswick, already mentioned for lime and cements, will undoubtedly yield good material for building purposes.

In the valley of the St. Lawrence and the north-western counties, excellent building limestones are found, and in Nova Scotia they are also sufficiently abundant over most localities to be of use.

In British Columbia, very beautiful crystalline limestones for building purposes, of a fine grain and of great size, are found at Mount Mack above Horne Lake, and at Texada Island.

At Vale, on the Fraser River, a very fine, greenish white building granite is observed, and limestone suitable for building is found both here and on the Thompson River. At Newcastle Island near Nanaimo, most valuable grey sandstone quarries are worked for export to San Francisco and to Victoria.

Marble.—The name of marble is applied to those varieties of limestone which, from their fineness of texture and colour, and from their susceptibility of polish, are proper for decorative architecture, or for sculpture. Marbles may consist either of pure or of magnesian carbonate of lime. The presence of foreign minerals generally renders a limestone unfit for use as a marble; but serpentine, which does not differ much from carbonate of lime in hardness, is often intermingled with it, and gives rise to some fine varieties of marble. This mineral may greatly predominate over the limestone, or even exclude it altogether; thus giving rise to serpentine rock, or ophiolite, which through these admixtures passes into the marble proper. As all of these have about the same hardness, and are employed for similar uses, they are not infrequently contained under the technical name of marble. The great variety of Canadian marbles, and the beauty of many of them, has attracted particular attention abroad; and the collection of Canadian marbles was especially commended in the Report of the Paris Exhibition of 1864. A fine collection is now exhibited at the Geological Museum in Montreal.

The crystalline limestones of the Laurentian series yield in many cases a strong white marble, which, although not generally fine enough for statuary, is well fitted for purposes of decoration. Among the localities on the Ottawa may be mentioned the Chalmers Falls, Portage du Fort, and L'Anse-au-Loup; which last has been employed for the Parliament buildings at Ottawa. Portions of the Portage du Fort marble are of a tolerably fine grain, pure white in colour, and of a quality well fitted for all purposes but that of statuary. Near Bevelly, in the township of Baskin, beds of this limestone are wrought as a marble for tombstones. It is strongly coherent but greenish white in colour, and contains small spangles of mica and of graphite.

Many fine varieties of serpentine marbles are found in Quebec through the Eastern Townships, and at Melbourn, Oxford, and St. Joseph, at St. Lin, St. Dominique, St. Anand, and Windsor. These marbles are of infinite variety of shade and colour, pure white, dove grey, red, brown, black, or of variegated tints, and they take a fine polish.

In Ontario at Cornwall, Barre, and Amherst are fine marbles of similar character. Marbles of crystalline texture adorned with bands of yellowish green and dark green serpentine are found in New Brunswick on the St. John River, but blocks large enough for ornamental purposes are difficult to obtain. For this reason the beds at Long Island on the west side of the river, opened some years since by the Hon. S. L. Tilley, have been abandoned, although the product obtained in small blocks was of considerable beauty.

In British Columbia, many of the white limestones on the mainland are of the fineness of texture and the hardness of marble; and in Vancouver Island, at Horne Lake, the limestone rocks produce a great variety of excellent ornamental marbles, suitable for almost all purposes. They are all more or less crystalline, and of white, whitish, dove-grey, and bluish colours, but none of the beds, so far

as observed, are sufficiently white and fine grained to afford statuary marble. As a material for building purposes it could not be surpassed, as regards durability and the size of the blocks which could be obtained. Some of the beds present faces of from thirty to fifty feet in breadth, without, so far as could be seen, a single flaw or crack. The Quadiou River, which discharges Horne Lake, would afford any amount of water-power for driving all the machinery required for cutting, dressing, and polishing the marble. The limestone cliffs are from a mile and a half to three miles from the outlet of the lake.

Flagstones are to be obtained from many of the stratified rocks already mentioned as building stones or marbles, the thinner beds being well fitted for floors, hearths, walks, and crossings.

Among the crystalline rocks of the Eastern Townships, the mica slates of Sutton Mountain will doubtless afford, in some parts, good flagstones.

The higher rocks on the west side of Memphremagog Lake, at Pottou Ferry, and on the east side for some miles above the outlet, afford beds of a greyish-brown, somewhat calcareous sandstone, which splits readily into slabs, some of them as thin as two inches. These may be obtained of almost any required size up to six feet by three, and often ten feet by five. The slabs are very regular in thickness, but their surfaces are somewhat rough, and would require a little dressing. Great quantities of these stones might be easily obtained along the lake-shore.

On both sides of the Rivière du Loup for some miles above its junction with the Chaudière, beds of fine-grained, dark bluish-grey sandstones are met with, some of which divide with the bedding into layers sufficiently thin for roofing slates, while others would yield excellent flagstones, which may be obtained five or six feet long, by two or three feet wide, and not more than an inch in thickness. Similar flagstones and slates are met with at many other points in Quebec.

In Ontario, the Hudson River group furnishes thin-bedded sandstones fitted for flagging, which are exposed on the banks of the rivers falling into Lake Ontario in the vicinity of Toronto, and in other parts of its distribution farther west. The grey band of the Clinton formation affords along its outcrop thin beds of sandstones, which are well fitted for flagging, and are extensively used for that purpose in Toronto and in Hamilton.

In New Brunswick, material suitable for flagging is found in the sandstones of the St. John group, and in some of the northern counties.

In Nova Scotia they are procured from the thinner beds of the sandstones mentioned for building purposes, in Minidie, Cheverie, Hantsport, and Windsor.

Flagstones for both the domestic and San Francisco markets are obtained at Newcastle Island in British Columbia, in any quantity and of very large size.

Roofing-slates.—Extensive quarries of slates for the roofing of houses, and of a quality in no way inferior to the best Welsh slates, have within the last few years been opened in Quebec on the line of the Grand Trunk Railway, at Walton in the township of Melbourne, and good quarries are also found on the St. Francis River, and at Rivière du Loup.

In Ontario, good roofing slates have been obtained on the north shore of Lake Superior, and on the east shore of Lake Nipigon.

In New Brunswick, the only slates suitable for roofing are the pale grey micaceous argillites of Charlotte and Queen's counties.

A band of slate well adapted for this purpose runs through Charlotte County eastward, and is well exposed at Basswood Ridge, Oak Hill, Jerusalem Settlement, and Hampstead on the St. John River.

In Nova Scotia, a band of good slate occurs near Weymouth.

XI. MATERIALS FOR ORNAMENTAL PURPOSES.

Under this title may be considered certain porphyries, and other feldspathic and siliceous rocks, which are capable of being employed for vases, tables, inlaid work, and for various articles of ornament. The hardness of these materials, and the consequent cost of cutting and polishing them, prevents their employment to any great extent, and causes the preference to be given, in many cases, to marbles and to serpentine. The latter, from its softness, and from the ease with which it is cut and turned in a lathe with the aid of ordinary tools, is much employed in various countries for ornamental purposes. Some of the varieties of serpentine which are found at Melbourne, and elsewhere in the Eastern Townships, are apparently well fitted for such uses. The recent application of a variety of diamond to the turning of stones in a lathe has, however, greatly facilitated the working of these harder materials, which are now fashioned into shape at much less expense than formerly. Few countries afford more beautiful or more numerous varieties of hard rocks of this kind than Canada, among these are the porphyries, the labradorite, and other opalescent feldspars.

The agates which are common in the amygdaloidal rocks of Lake Superior, and are abundant in the form of pebbles along the shores of Thunder Bay, and of Michipicoten and St. Ignace islands, admit of being cut for ornaments. They are often of considerable size, and exhibit a fine variety of colours. The agates which are found in the conglomerates of the Bonaventure formation are scattered abundantly along the coast where this rock prevails, and are known by the name of Gaspé pebbles. They are of small size, but are often of

fine colours, and admit of a good polish. Agates, common in many countries, and, unless of consi-

derable size, they have but little value.

Gems.—Canada has as yet afforded but few gems. baccinths in the Laurentian limestone at Grenville transparent, and have a fine colour, and the presences of red and blue varieties of cornudum in these in Burgess may also be noticed. This mineral rock known as sapphire and ruby; and it is worthy of sapphire of Ceylon is found, with chondrodite, in s limestone. The transparent green garnet of Orion colour to oxide of chrome, has hitherto been met crystals; but it found of large size, it would con beautiful as the emerald. Amethysts abound in so coast of Lake Superior; but the specimens little that region have seldom been sufficiently fine in col let's use. The so-called Quebec diamonds, whic cut and polished for ornaments, are nothing more.

Beautiful varieties of porphyry are found in Qu and Bathurst. In Ontario, a fine opalescent lab called from the region where it was first noticed, i Huron, as also in Abercrombie in Quebec.

Jasper.—A bed of jasper occurs in the town of S traced for a considerable distance, having in some six feet. Its colour is blood-red, and it includes s hematite, and occasionally passes into a jaspery parts exposed, this jasper does not appear to be su to be wrought for ornamental purposes. A small cuss imbedded in the red slates at Rivière Ouelle, dark green and reddish-brown, and it is penetrat of white chalcodite. This jasper is compact and n ture, and receives a good polish. In some parts, t base is marked by clouds of a brilliant red. The rate of the Huronian series is fine in texture, and colour, and the whole rock is extremely solid, and which makes it well fitted for ornamental purpose this jasper conglomerate are met with on the noi Huron, where rounded masses of it, often of la found. A beautiful bed of jasper is found in t Washadenook Lake near Tat's Cove.

In New Brunswick, some of the granites, natie mentioned for architectural uses may also be emp tive purposes, and will take a fine polish. In the granites extending from Digdequash River through to the St. John River in Queen's County, and about the Magaguadavic River, some of the red syenite a pare, in depth and richness of colour, with the lig granite of Scotland. Felsites and porphyries of u beauty of colour are frequently seen in the south Beds of a valuable character are seen about the t the St. Andrew's Railway, and about Digdequash a and also some beds of exceeding beauty at Shin County.

XII. LITHOGRAPHIC STONE

A very fine-grained and compact limestone is purposes of lithography, and beds having these d in the Hirdseye and Black River formation, at the ton group throughout a considerable part of its Hungerford to Rama on Lake Couchiching in township of Marmora, there is a section of about t grey limestone, which is compact, with a conch holds no organic remains. Some of the beds small lenticular crystals of calc-spar, and are na lites. There is, however, a bed of two feet in thic tremely fine in its grain, and yields a lithographic quality. It has been repeatedly tried by lithograp nado and England, with most satisfactory result that equally good material for the purpose may parts of this band, which may be traced for about

Beds of a fine-grained yellowish-grey stone, w graphic purposes, have lately been found amon the Onondaga formation in the township of Brant

The stone from this formation, being magnes acids more gently and with less effervescence t stone. This peculiarity in the action of acids, w in the lithographic process, is said to be an advan

XIII. MINERAL SPRINGS AND W

The unaltered paleozoic rocks of Canada a springs, a great number of which have been sul analysis, and may for convenience be arrang cording to their chemical composition. In the chlorides predominate; in the fourth, carbonate and sixth, sulphuric acid and sulphates. The second, and sixth classes are neutral; those of t are alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic waters of a region, and of a great geological seri Canada, and the extended series of analyses gi of the Geology of Canada obtain an addition

abundant, and admit of a good polish. Agates, however, are very common in many countries, and, unless of considerable size and fine, they have but little value.

27.—Canada has as yet afforded but few gems. The zircons or zirconia in the Laurentian limestones at Grenville are occasionally present, and have a fine colour, and the presence of small portions of red and blue varieties of corundum in these same limestones suggests may also be noticed. This mineral constitutes the gem in the sapphires and rubies; and it is worthy of remark that the fine of Ceylon is found, with chondrodite, in similar crystalline stones. The transparent green garnet of Orford, which owes its colour to oxide of chrome, has hitherto been met with only in small quantities; but it is found of large size, it would constitute a gem as valuable as the emerald. Amethysts abound in some parts on the shore of Lake Superior; but the specimens hitherto brought from that region have seldom been sufficiently fine in colour for the jewellery. The so-called Quebec diamonds, which are sometimes polished for ornaments, are nothing more than rock crystal. Several varieties of porphyry are found in Quebec at Grenville. In Ontario, a fine opalescent Labrador-feldspar, so far from the region where it was first noticed, is found on Lake Huron, as also in Albertville in Quebec.

28.—A bed of jasper occurs in the town of Sherbrooke, and is at a distance of a considerable distance, having in some parts a breadth of over 100 feet. Its colour is blood-red, and it includes small grains of red quartz, and occasionally passes into a jaspery iron ore. In the exposed, this jasper does not appear to be sufficiently compact wrought for ornamental purposes. A small bed of jasper is embedded in the red shales at Rivière du Loup. Its colours are green and reddish-brown, and it is penetrated by small veins of chalcocite. This jasper is compact and uniform in its texture, and receives a good polish. In some parts, the reddish brown is marked by clouds of a brilliant red. The jasper comes from the Huronian series is fine in texture, and often brilliant in colour, and the whole rock is extremely solid, and receives a polish which makes it well fitted for ornamental purposes. Great beds of jasper conglomerate are met with on the north shore of Lake Huron, where rounded masses of it, often of large size, are also found. A beautiful bed of jasper is found in New Brunswick at Shademoak Lake near Tat's Cove.

New Brunswick, some of the granites, marbles, and serpentine, are fitted for architectural uses and may be employed for decorative purposes, and will take a fine polish. In the range of intrusive dykes extending from Queen's Quay River through the Nerepis Hills to St. John River in Queen's County, and about Lake Utopia and Magalloway River, some of the red syenitic granites will come in, in depth and richness of colour, with the highly esteemed red granite of Scotland. Felsites and porphyries of uniform texture and of fine colour are frequently seen in the south-western counties, some of a valuable character are seen about the Chinoak Lakes on St. Andrew's Railway, and about Digdequash and Magalloway, also some beds of exceeding beauty at Shin Creek in Queen's County.

XII. LITHOGRAPHIC STONES

very fine-grained and compact limestone is required for the purposes of lithography, and beds having these characters are found in the Birdseye and Black River formation, at the base of the Trenton group throughout a considerable part of its distribution, from Amherst to Rama on Lake Couchiching in Ontario. In the township of Marmora, there is a section of about twenty feet of light grey limestone, which is compact, with a conchoidal fracture, and is no organic remains. Some of the beds contain numerous small lenticular crystals of calc-spar, and are marked with crystals. There is, however, a bed of two feet in thickness, which is especially fine in its grain, and yields a lithographic stone of excellent quality. It has been repeatedly tried by lithographers, both in Canada and England, with most satisfactory results. It is probably an equally good material for the purpose may be found in other parts of this band, which may be traced for about a hundred miles. Beds of a fine-grained yellowish-grey stone, well fitted for lithographic purposes, have lately been found among the dolomites of Onondaga formation in the township of Brant.

The stone from this formation, being magnesian, is attacked by acids more gently and with less effervescence than ordinary limestone. This peculiarity in the action of acids, which are employed in the lithographic process, is said to be an advantage.

XIII. MINERAL SPRINGS AND WATERS.

The unaltered paleozoic rocks of Canada abound in mineral waters, a great number of which have been submitted to chemical analysis, and may for convenience be arranged in six classes, according to their chemical composition. In the first three classes, carbonates predominate; in the fourth, carbonates; and in the fifth, sulphuric acid and sulphates. The waters of the first, second, and sixth classes are neutral; those of the third and fourth alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic examination of the waters of a region, and of a great geological series, been made as in Canada, and the extended series of analyses given in the volumes of the Geology of Canada obtain an additional importance from

the fact that the waters are derived from paleozoic strata, which prepares us to find certain points of difference between these waters and those of other countries, for the most part belonging to more recent geological formations.

The brine-springs of the first class are altogether unlike those of England, Germany, and the State of New York. In all of these, common salt greatly predominates, and the earthy chlorides form but a very small portion of the solid contents, while in the waters of the first class in Canada, these chlorides constitute more than one-half of the saline ingredients. The brine-springs of other regions are supposed to arise from the solution of rock salts, which occur in beds, or in crystals disseminated through the strata, as in the saliferous marls of the Onondaga formation. In the process of crystallization the common salt separates from the earthy chlorides, and hence the brine-springs of New York, which have their source in this formation, are solutions of chloride of sodium, with but very little impurity. The brine springs of the Lower Silurian limestones of Canada, on the contrary, may be supposed to represent the composition of the ancient ocean in which these early strata were deposited. The action of the carbonate of soda from felsitic rocks, through long ages, has since decomposed the greater part of the chloride of calcium of the ocean, replacing it by chloride of sodium, and forming the carbonate of lime of which vast limestone formations have been built up. The mineral waters of the second class, which are distinguished by containing a large proportion of carbonate of magnesium, and but very little carbonate of lime, seem, from numerous analyses, to be very rare in Germany. Though the number of springs submitted to examination has been very large, they form but a small portion of those which are known to exist through the country, and we can but briefly enumerate the most important.

The first class includes saline waters containing chloride of sodium, with large portions of chlorides of calcium and magnesium, sometimes with sulphates. The carbonates of lime and magnesia are either present only in very small quantities, or are altogether wanting. These waters are generally very bitter to the taste, and always contain portions of bromides and iodides.

The waters of the first class are characterized by the presence of great quantities of chlorides of magnesium and calcium; amounting, in several cases, to more than one-half the solid contents of the water. This composition is altogether unlike that of any waters hitherto studied. The water of the Dead Sea offers some resemblance to these curious brine-springs, in its large amount of chloride of magnesium; but it differs in containing a much smaller proportion of chloride of calcium, and a larger quantity of chloride of potassium; resembling in this respect the bittern of sea-water, in which, from the separation of the chloride of sodium, the potash has accumulated. The occasionally large proportion of iodine in these brine-springs is especially worthy of notice.

Among the most notable springs of this class are those of St. Catharines, Ont. A well was sunk here some years since in the hope of obtaining brine for the manufacture of salt. The brine is so much charged with lime and magnesia salts as to be unfit for this purpose, but it has acquired considerable reputation in the treatment of many diseases. It is used at the well both internally and externally, and is also evaporated to small volume and sent over the country in a concentrated form. A second well was opened afterwards, of a water similar to the other, but somewhat less strong. Large sanitary establishments have been opened at these wells.

An attempt was formerly made to manufacture salt from a well of the first class in the village of Ancaster, Ont., but, from the large amount of earthy chlorides, the purification was found to be difficult. At Hallowell and Whitby, in Ontario, and at St. Benoit and Bay St. Paul, in Quebec, springs exist of very bitter and saline properties, but with varying proportions of bromine and iodine.

The second class includes a large number of saline waters, which differ from the first in containing, besides the chlorides of sodium, calcium, and magnesium, considerable portions of bicarbonates of lime and magnesia, the latter carbonate generally predominating. Small quantities of oxide of iron, and of baryta and strontia, are frequently present. These waters generally contain much smaller proportions of earthy chlorides than the first class, and are therefore less bitter, and more pleasant to the taste.

The springs of Plantagenet, in Ontario, and St. Léon and Ste. Geneviève, in Quebec, are notable examples of this class. The waters of the former are largely sent over the country, and are highly esteemed as medicinal waters. There are here several springs of nearly similar analysis.

The spring at St. Léon contains sufficient carbonate of iron to give it a chalybeate taste, and those of Ste. Geneviève are remarkable for the large proportion of iodides which they contain.

At Caledonia Springs, Ont., one of the four waters which have made this place noted for medicinal resort is of this class.

The Lanoraie spring (Quebec) is remarkable for the considerable proportion of salts of baryta and strontia which it contains.

At Assumption, Baie du Foulon, Berthier, St. Eustache, and Sabrevoise, in Quebec, and at Kingston, Ancaster, and Gloucester, in Ontario, springs of this class have been examined; those of Kingston partaking also largely of the characteristics of waters of the first class.

The third class includes those saline waters which contain, besides chloride of sodium, a portion of carbonate of soda, with bicarbonates of lime and magnesia. Small amounts of baryta, strontia, and of boracic and phosphoric acids, are often present in these waters, and bromides and iodides are very rarely wanting.

At Caledonia Springs, a watering place of some note in Ontario, the three springs, known as the Gas Spring, the Saline Spring, and the White Sulphur Spring, are of this class. Varennes, a watering-place eighteen miles below Montreal, on the St. Lawrence, possesses

DOMINION OF CANADA.

Brine springs at River Philip and Renfrew of some value in a systematic survey of the waters of the Lower many valuable mineral springs yet unknown might be light.

Some uses, the saline springs of the first class are too much brackish chlorides to be suited to the manufacture of common salt of the second class contain too small a quantity to be employed with advantage. It is not impossible a small amount of alkaline carbonates in some of the springs of the third class might be made economically available, provided they were concentrated, during the heats of summer, by evaporation. The supplies of dilute sulphuric acid furnished by the fifth class might also be found of value, in their manufacturing purposes.

From a point of view, the mineral waters of Canada are of some to a considerable extent; but they are generally of much less value than the great variations in their composition. Among saline waters, those containing considerable quantities of chlorides most evidently possess medicinal properties different from those in which large amounts of carbonate of sodium are present. The salts of iodine, which are rarely absent, and in such unusually large quantities in the saline waters of the St. Lawrence, and the salts of barium and strontium which occur in the St. Lawrence, and many other springs, are fully worthy of consideration in a therapeutic point of view.

These springs are very copious, and the water in them has frequently been subject to more or less modification from atmospheric influences, and, so far as they have yet been examined, any considerable elevation of temperature above the mean of the year in which they occur. There are, however, some in which this is exceeded sufficiently to cause them to be resolutely thermal.

It is proper to remark that the examinations of this subject were undertaken previous to 1867, and in the two Provinces of Upper and Lower Canada only. In 1867, brine springs of great extent were discovered in Ontario, at Goderich and Clinton, the source of which is believed to be in formations of later date than the first class here mentioned. These being of real economic value, have been noticed by themselves under the head of the division of "minerals of agricultural use," and in the present paper have also been noticed the brine springs of Manitoba, British Columbia, and those of the Maritime Provinces. This article chiefly to the consideration of such waters as are of real value, or have not yet been applied to economic uses. Information about the medicinal springs of Nova Scotia, and of the Dominion, are indebted to a pamphlet published by Professor of Dalhousie College.

PRINCE EDWARD ISLAND AND NEWFOUNDLAND.

Geology of these two Provinces is considered separately, as a convenience. The authorities from which the information is derived are chiefly the records of the geological survey made down to the summer of 1874, and the Canadian Geological Survey. With the exception of a chapter in the latter devoted solely to the Provinces of the mainland, as Prince Edward Island has not yet received the attention of the Dominion geologist, its admission into the Confederation in 1873. We extract given below regarding this island, exclusively from the report on the Geological Structure and Mineral Resources of the island, by J. W. Dawson, LL.D., F.R.S., F.G.S., assisted by B. C. S. P. H. D., 1874.

The geological formations represented in Prince Edward Island, according to order, or proceeding from the oldest to the

of brown, grey, and red sandstone and shale, with layers of argillaceous limestone and fossil plants. These may be considered as of the Devonian age, and are similar in mineral composition and fossils to those occurring on the opposite coasts of the Atlantic, and New Brunswick, and there overlying the productive strata. These beds occur principally in the peninsula of Orwell Bay and Pownall Bay, in Governor's Island, in the Gulf of St. Lawrence, and on the coast between the West and North

coasts of bright red sandstones, usually with calcareous concretions, and beds of red and mottled clay and soft red sandstone and conglomerate. They resemble in mineral composition and the low fossils which they afford, the Triassic and Lower Devonian of Nova Scotia and of Connecticut. In Prince Edward Island, the formation may be divided into two members, the lower presenting, perhaps, the Bunter Sandstone of Europe, is characterized by the prevalence of hard concretionary calcareous sandstone and coarse fossil plants, while the upper (representing the Keuper of Europe) has softer and more regularly bedded sandstone and clay. One or other of these constitutes the surface of the greater part of the island, the beds undulating into synclinal and anticlinal curves. They are probably comparable to the beds of the formation first mentioned, but these are fully inclined that this is not very perceptible. This forma-

tion has afforded the remains of the remarkable Triassic reptile, *Phrynosaurus*, which overlie the surface of the more solid rocks in the greater part of the island. These are of three kinds, 1. Boulder clay, consisting of hard, unstratified clay or loam, filled with stones, which are mostly those of the formations above mentioned, though sometimes of kinds not occurring in the island. They are often rounded, and are also scratched and polished by the action of ice. 2. Stratified sand and gravel, in some places containing sea-shells of species now living, and occasional boulders. This deposit is of comparatively rare occurrence. 3. Loose boulders lying on the surface, and which are sometimes of rocks occurring in situ in Nova Scotia and New Brunswick, or on the coast of Labrador.

4. Modern deposits. The most remarkable of these are beds of peat, dunes of drifted sand, alluvial clays, and the "mussel mud," or beds of oyster and mussel shells occurring in the creeks and bays. The Upper Carboniferous series is composed mainly of fossiliferous limestone and sandstones, interstratified with grey and red clays and shales. The most abundant fossils are trunks of coniferous trees. These are usually silicified, or converted into quartz by the infiltration of silica. Some are, however, infiltrated with the red oxide of iron, and others with carbonate of lime, and in some beds they have been flattened and converted into anthracite coal.

The silicified trunks are mostly in the brown sandstone, but in certain grey beds, trees of apparently the same species have been converted into coal matter, and it is the occurrence of these carbonized trees which has given rise to the belief that coal-beds exist in the places where they are found. The carbonized trunks are imbedded in clay, which has, probably by resisting the entrance of water, prevented them from being penetrated by silica or other mineral matters. It is obvious that these carbonized trees are of no value as a source of coal, though they aid in proving that the beds in which they occur belong to the upper part of the Carboniferous system.

The beds of the Triassic system are chiefly soft red sandstone, associated with red and mottled clays, and hard calcareous sandstones and conglomerates, the latter sometimes passing into thin bands of coarse arenaceous limestone, which in some places is a dolomite or magnesian limestone. Many good building-stones are found in the exposures of this series, which occupies the larger part of the island. The consideration of the drift deposits is a matter more for scientific consideration, than of practical importance. The leading facts in connection with them may be briefly stated.

The lower part of these deposits is a boulder clay, often of considerable thickness, and containing great numbers of rounded fragments of Triassic sandstone, grooved in the manner now known to result from the action of ice. This boulder clay is very generally distributed over the surface of the island, forming the subsoil, but, as the boulders themselves are soft and easily disintegrated, and the intervening material is a fertile clay or loam, this deposit is in no way injurious to the fertility of the country.

In some parts of the island, especially in the west, are beds of stratified sand and gravel, with occasional boulders, resting on the boulder clay. These beds manifestly indicate the action of the sea, and in some of them shells of a modern marine species have been found. Lastly, there are scattered over the soil though usually not in great numbers, loose stones or boulders, many of which are of the native rocks of the island, but many also have been derived from other sources.

In the later portion of the boulder or glacial period, Prince Edward Island would seem to have been a meeting-place of ice-land currents, carrying boulders from both sides of the Gulf of St. Lawrence. It is deduced, from the appearance of these "travelled boulders," that in the "glacial period" Prince Edward Island was submerged, and ground over by icebergs carrying stones, which in the later portion of this period were deposited over its surface. The stratified sands and gravel were formed when the land was emerging from the waters.

Of the modern deposits, peat is the most important. Peat-beds occur in many parts of the island, but are usually of small extent and depth. A remarkable exception to this occurs in the great turbaries known as the Black Bank, on the south side of Cascoque Bay, and some other bogs in Richmond Bay and its vicinity. These are the most important on the island, and were especially examined by Mr. Harrington.

The deposit at Lennox Island in Richmond Bay occurs on the north-east shore, and must once have been of far greater extent than it now is. The peat is almost entirely the result of the accumulation of a species of *Sphagnum*, or "peat-moss," which has the property of decaying below and giving forth new vegetation above. Most of it belongs to the class called by Kuhn as "turf peat" (Raschert), that is to say, it consists of masses which are but slightly decomposed, has a yellow or yellowish-brown colour, and is soft, spongy, and elastic; but the lower portion of the bed is what is known as "black peat," which is characterized by its brown or black colour, by a much greater density than the turf, by its small degree of elasticity, and by the fact that the fibres, although distinguishable by the eye, are much more readily broken up than turf peat.

The bank is constantly being washed away by the waves, and at high tide the water comes within three feet of the top. But there is still a surface of about 250,000 square yards with a depth of seven

feet, and allowing it to lose four fifths by breaking up and drying, this would yield about 20,000 tons of dry fuel.

The peat at Squirrel Creek, near the property of Hon. W. H. Pope, is "riper" than the last described, but still it belongs to the two classes of "turfy" and "fibrous" peat.

It is said to have an area of 800 acres, but the area of workable peat is probably not more than 500 acres. Assuming this as the area, and taking the average depth at 9 feet, we get 7,200,000 cubic yards as the contents, or, deducting four fifths for loss in drying, 1,440,000 cubic yards, or (taking the sp. gr. at 0.60) about 500,000 tons of air dried peat.

The Black Bank deposit at Casumpeque is situated on the southern side of Holland or Casumpeque Bay, its eastern limit being over a mile from what is known as "Casumpeque Narrows." This is the most extensive deposit seen, and the peat is also of the best quality. Owing to its very black colour, it has received the name of Black Bank or "Black Point." At the water's edge it is quite perpendicular, and is constantly being undermined and washed away. The height of this bank at the extremity of the point is twelve feet or a little over, and yet, during storms, the waves come dashing in over the sand bank opposite, and reach its very top. On going inland from the shore, it rises toward the centre seven or eight feet higher, being, like the last described, a "highmoor" (Hochmoor). The average thickness was estimated at fifteen feet, and the sphagnum is still growing over a large part of the bog. The area was estimated at nearly three million square yards (2,816,000), which would make the cubical contents amount to 1,408,000 cubic yards.

The peat is much drier and of a darker colour than that either at Squirrel Creek or Lennox Island, the lower half being very dark brown, or quite black, and much of it having nearly lost its fibrous structure, in this it approaches the character of what is known in Germany as "earth peat."

Assuming it to lose three-fourths of its bulk in drying, this bog would afford 5,520,000 cubic yards of dry peat; or, taking the sp. gr. at 0.60, 1,777,248 tons.

Directly west of Black Bank there is said to be a second deposit exceeding it in magnitude, and still another on Grover Island; but these have not been examined particularly.

The common American oyster, *Ostrea Virginiana* and *var. Rosali*, occurs abundantly on the coast, and large accumulations of its shells with those of the mussel, *Mytilus edulis*, have been formed in some of the bays and river estuaries. I was informed by Mr. W. H. Pope, who has given much attention to this subject, that some of these beds are fifteen feet or more in thickness. They consist of dead shells, and in many places no living shells occur, even at the surface, the animals having been killed by the gradual approach of the beds to the surface of the water, exposing them to the action of the frost and ice and to invasion of sandy sediment. These beds of dead oyster and mussel shells, with the mud filling the interstices, constitute one of the most valuable deposits on the island. Under the name of "mussel-mud," this material is taken up in great quantity by ingenious dredging machines, worked from rafts in summer or from the ice in winter, and is applied as a manure to the soil, with the most excellent effects. It supplies lime and organic matter, besides small quantities of phosphates and alkalies.

Sand hills derived from the waste of the red sandstones are extensively developed along the north west shore, and are liable to frequent changes unless held together by the roots of the coarse grasses growing over them.

Shore ridges, or "shooting-dykes," as they are called, from the use made of them by sportsmen, are regular banks of earth or soil fringing the creeks, and have the appearance of artificial earth works, for which, indeed, they have sometimes been taken. They are often six feet high, and ten feet wide at the base. They are probably of the same nature as the lake ridges of Nova Scotia, and are produced by the expansion and drifting of the ice formed in the creeks in winter.

With regard to the relation of the Carboniferous rocks of Prince Edward Island to the coal-fields of Nova Scotia and New Brunswick, the investigations of Dr. Dawson lead to the general practical conclusions:

1. That Carboniferous rocks, similar to those of Nova Scotia or New Brunswick, probably underlie the whole of Prince Edward Island.
2. That, in certain places, the upper member of the Carboniferous series appears at the surface in a nearly horizontal and undisturbed condition.
3. That boring operations prosecuted at these places would, undoubtedly, reach the Upper, and possibly the Middle, coal-measures, and the beds of coal which they may contain.
4. That the productive value of such coals must be uncertain previous to such actual trial.
5. That the depth of the seams would probably be too great for profitable mining in the present state of the coal trade.

Should any borings in the Upper coal measures of Nova Scotia or New Brunswick take place, the information could readily be applied to Prince Edward Island. On the other hand, the successful penetration of the newer coal formation in Prince Edward Island, in search of coal, would at once develop the regions of the mainland now untapped. In any case, deep boring in the newer coal formation, either in northern New Brunswick or in Prince Edward Island, could scarcely fail to develop facts of scientific interest.

On the whole, it may be concluded that the probabilities are decidedly against the discovery of any large bed of coal at such a depth as to enable it to be immediately available.

The economic geology and minerals of the island may be briefly stated:

Peat.—In European countries, and more recently in Canada and

the United States, peat has commanded much attention and convenient fuel. In its natural state, or merely been much employed for local consumption, though heating-power to coal; but, when pulped or comparatively dried, it has been found capable of competition on equal terms, both for steam production and Charred peat has also become an important article as a substitute for wood charcoal and coke. The subject may be inferred from the following calculation as to the quantity of peat in the three great bogs under a previous heading:

Lennox Island Bog	2,000,000 tons, value, at 10¢
Squirrel Creek "	1,777,248 " " "
Black Bank "	1,777,248 " " "
Total	5,554,496 tons, value, at 10¢

The question of fuel is likely, from the rapid disappearance of forests, to be a matter of extreme importance in Prince Edward Island. The cheapness of coal in Nova Scotia, along with the facility by water to most parts of the island, and the convenient transportation which is afforded by the railway now in progress, prevent any serious difficulty, but it is worthy of consideration that measures should not be taken for the utilization of peat existing in the Province, and shown as such immense value.

Building-Stone.—The ordinary red sandstone of thick bedded and uniform in hardness, affords a good easily cut, and becoming harder on exposure. It is obtainable in nearly all parts of the eastern and central island, and in some parts of the western section, capable of furnishing valuable supplies to Charlottetown, Hanoverton and about four miles from the railway. The brown sandstones of Gallas Point and Casumpeque, somewhat harder texture, and a good building-stone.

Rock-Clays, etc.—Excellent deposits of this material are found in the island. They are of three kinds: 1. The beds of the Triassic formation. These are very pure, and require to be quarried and exposed to frost, and mixed with sand. 2. Post-pliocene clays of boulder formation. These are often stony, but otherwise good. 3. Modern alluvial clays which have accumulated on the waste of the higher ground, those chiefly worked at present, but the others will more largely used. We may add here, that should extensively used in the United States and Great Britain, the artificial stone from sand come into use, the immense supplies of fine and uniform sand containing the north shore will afford an inexhaustible possible material.

Limestone.—This occurs both in the Upper Carboniferous, but not in this bed, or of pure quality. The found is that at Munningsh and its vicinity. It is composed of hard, earthy limestone, in a bed of nearly three feet thick. Similar beds, but apparently of a different nature, occur at Gallas Point and Governor's Island.

In the Trias, thin bands of concretionary limestone occur in several places, more especially at Richmond and Bedouque bays, at Indian River. These beds are all of coarse quality, and some of them, or contain carbonate of magnesia. They are of local purposes, and, where so situated as to be easily obtained, a cheaper lime for this purpose than that which is obtained at Bedouque Bay, this limestone is of a large scale.

Metallic Ores are not found anywhere in sufficient economic importance. The principal are:

Red Hematite.—An excellent ore of iron, in cone Point and elsewhere. At Gallas Point, sufficient is picked up on the beach to afford a small additional furnace, but not to warrant any independent enterprise.

Grey Sulphide of Copper.—In concretions in a sandstone of the island, associated with green carbonate of copper, and valuable ore; but, so far as at present known, obtained is inconsiderable.

Big Man, and One and Big Iron Ores.—In concretionary form in different parts of the island, but not in sufficient quantity to be of economic importance.

Soil.—The great wealth of Prince Edward Island is its fertile soil, and the preservation of this is a product of imperative importance. The ordinary soil is a bright red loam, passing into a stiff clay on the sandy loam on the other. Naturally it contains all the requisites for cultivated crops, while its abundance enables it rapidly to digest organic manures, and to produce their anatomical products.

The chief natural manures afforded by the island are, in addition to the farm manures, to improve the soil, or restore it when exhausted, are:

1. The mussel mud, or oyster-shell mud of the island, has proved this to be of the greatest value.
2. Peat and marsh mud and swamp-soil. The matters to the run-out soil at a very cheap rate.
3. Sea weed, which can be obtained in large quantities from the shores, and is of great manurial value when composted.

nited States, peat has commanded much attention as a cheap equivalent fuel. In its natural state, or merely air-dried, it has much employed for local consumption, though of very inferior power to coal; but, when pulped or compressed and thoroughly dried, it has been found capable of competing with coal and on equal terms, both for steam production and domestic use. Peat has also become an important article of consumption, a substitute for wood charcoal and coke. The importance of this it may be inferred from the following calculations by Dr. Har- n as to the quantity of peat in the three great harbours noticed a previous heading:

Prince Island Bay	10,000,000 tons, value at \$1	\$10,000,000
Quarrel Creek "	1,000,000 " " "	1,000,000
Black Bank "	1,000,000 " " "	1,000,000
Total	12,000,000 tons, value at \$1	\$12,000,000

question of fuel is likely, from the rapid disappearance of the peat, to be a matter of extreme importance in Prince Edward Island. The absence of coal in Nova Scotia, along with the easy transport to most parts of the island, and the convenient inland trans- portation which is afforded by the railway now completed, must not, on any serious difficulty, but it is worthy of consideration whether measures should not be taken for the utilization of the large de- posit of peat existing in the Province, and shown as above to be of immense value.

Building Stone.—The ordinary red sandstone of the island, where bedded and uniform in hardness, affords a good building-stone, and, becoming harder on exposure. Stone of this kind is used in nearly all parts of the eastern and middle sections of land, and in some parts of the western section. Quarries ca- pable of furnishing valuable supplies to Charlottetown exist on the northern road about four miles from the railway.

Known sandstones of Gallas Point and Campbellton are of a shaly harder texture, and a good building-stone.

Clay, etc.—Excellent deposits of this material abound on the island. They are of three kinds:—1. The beds of red clay interstra- tified in the Triassic formation. These are very pure and free from stones, but require to be quarried and exposed to the action of the sun and mixed with sand. 2. Post-pliocene clays belonging to the glacial formation. These are often stony, but otherwise good ma- terial. 3. Modern alluvial clays which have accumulated in the levels from the waste of the higher grounds. The last are chiefly worked at present, but the others will eventually be largely used. We may add here, that should the process now largely used in the United States and Great Britain for the manu- facture of artificial stone from sand come into use in the island, immense supplies of fine and uniform sand contained in the sand of the north shore will afford an inexhaustible supply of the best material.

Limestone.—This occurs both in the Upper Carboniferous and the Silurian, but not in the beds, or of pure quality. The best limestone is that at Minnigish and its vicinity. It is in large congre- gations of hard, earthy limestone, in a bed of marly sandstone, about feet thick. Similar beds, but apparently of less importance, are at Gallas Point and Governor's Island.

The Trias, thin bands of concretionary limestone and conglom- erate limestone occur in several places, more especially in the vicinity of Richmond and Bedeque bays, at Indian River, and at Kildare. The beds are all of coarse quality, and some of them are Dolomite containing carbonate of magnesia. They are used for agricultural purposes, and, where so situated as to be easily quarried, may be a cheaper line for this purpose than that which is imported from the north-west, near Bedeque Bay, this limestone is burned on a some- what large scale.

Stallion Ore are not found anywhere in sufficient quantity to be of economic importance. The principal are:

Iron Ore.—An excellent ore of iron, in concretions at Gallas Point and elsewhere. At Gallas Point, sufficient quantities may be dug up on the beach to afford a small additional supply to an iron works, but not to warrant any independent enterprise.

Saltpetre of Copper.—In concretions in a sandstone at Governor's Island, associated with green carbonate of copper. This is a rich valuable ore; but, so far as at present known, the quantity to be mined is inconsiderable.

Manganese Ore and Bog Iron Ore.—In concretions in many parts in different parts of the island, but not in quantity to render any importance.

Soil.—The great wealth of Prince Edward Island consists in its soil, and the preservation of this in a productive state is an act of imperative importance. The ordinary soil of the island is light red loam, passing into a stiff clay on the one hand, and heavy loam on the other. Naturally it contains all the mineral re- quires for cultivated crops, while its abounding in peroxide of iron enables it rapidly to digest organic manures, and also to retain well ammoniacal products.

The chief natural manures afforded by the island, and which may be used, in addition to the farm manures, to increase the fertility of soil, or restore it when exhausted, are:

The mussel mud, or oyster shell mud of the bays. Experience proved this to be of the greatest value.

Peat and marsh mud and swamp-soil. These afford organic re- sources to the run-out soil at a very cheap rate.

Sea weed, which can be obtained in large quantities on many of the shores, and is of great manurial value, whether fresh or composted.

1. Fish offal. The heads and bones of cod are more especially of much practical importance and should be more carefully preserved than at present.

2. Limestone. The brown earthy limestones of the island are of much value, in affording a supply of this material, as well as small quantities of phosphates and alkalis.

NEWFOUNDLAND.

The following remarks on the geology of Newfoundland are from the reports of Alexander Murray, Esq. F.G.S., director of the geo- logical survey of that island.

Although much of the country is still insufficiently explored, enough is known to class the rock formation of the island generally into three series, in ascending order:—thus:

1. Laurentian Series.
2. Intermediate Series—Huronian or Cambrian.
3. Lower Silurian Series—Potsdam, Upper and Lower.

The Laurentian system is extensively displayed in Newfoundland, and has materially contributed to produce the remarkable geogra- phical and topographical features of the island.

Coming to the surface in a succession of parallel anticlinals, all trending about N. N. E. and S. S. W., at intervals more or less widely apart, gneissic rocks form the principal ranges of hills and moun- tains from one side of the island to the other. Great masses of gra- nite or syenite are intruded through these rocks at various parts, one conspicuous instance of which occurs at Indian Brook, a little west- ward of Kelligrews, near the head of the bay, where a beautiful and enduring quality of building-stone can be easily procured.

Evidence of the crystalline limestone which belong to this sys- tem occur in the valley of the Codrington River, and on the southern side of St. George's Bay, fragments of white crystalline limestone spotted with graphite being frequently seen in the former, while at the latter magnetic iron was found associated with talciferous.

The Intermediate system, supposed to be the equivalent of the Cambrian of England, and the Huronian of Canada, intersects the country in all directions, and has been especially examined from St. John's to Conception Bay, and from Topsail Head across Bell Isle to Harbour Grace. It is composed of dark grey and red sandstones, with slate conglomerates and bands of quartzite, diorites, and Jasper.

The Lower Silurian rocks of the third series underlying the island are of coarse conglomerates and limestones of Potsdam age, and rounded slates and sandstones, interstratified with dark argillaceous shales. The formation of this series over the peninsula of Avalon bears generally the description of the gold-bearing rocks of Nova Scotia, and recent examinations and comparisons of their structure and the fossils contained in them undoubtedly tend to show that the equivalents of the gold-bearing rocks of Nova Scotia have a wide spread in this Province, and the mineral condition at various parts of their dis- tribution is such as to favour the existence of the precious metal; but even were this practically proven, it does not follow that the metal could be found in remunerative quantities.

Intrusive rocks sometimes intersect these stratified formations, and their mineral character is various, but mainly consisting of great masses of trap, or of greenstone, or feldspar porphyry.

The glacial boulders before alluded to in Prince Edward Island are also found in Newfoundland, and probably will bear a similar explanation.

The soil of the island is usually good, the valleys being level or gently undulating, and the surface soil of a sandy loam underlain by a drift of clay or gravel and a subsoil of tenacious blue or drab clay, which is sometimes slightly calcareous.

The contemporaneity of the Carboniferous rocks of Newfoundland with those of the mainland is manifested by the same want of conformity with the older and supporting formations, and the almost exact resemblance which obtains in mineral, lithological, and fossil characters throughout the stratigraphical sequence, from the base up- wards; but the accumulation in the island would appear to be in considerably less volume than on the mainland; and, so far as re- searches will permit the expression of opinion, it seems that it is in the upper members that the Newfoundland series is principally wanting.

By a glance at the Geological Map of Canada it will immediately be observed that a vast area of the Provinces of New Brunswick and Nova Scotia is spread over by members of this series; and further, that the geographical position, where similar measures have been re- cognized in Newfoundland, is suggestive of the latter being the pro- longation of a great elliptical-shaped trough, extending from the former, the centre of which is concealed beneath the waters of the Gulf of St. Lawrence. It may also be perceived that while in New Brun- swick the formation extends in a uniform unbroken sheet over the surface, it becomes broken and patched in Nova Scotia and Cape Breton. The symmetry of the ellipse, moreover, will be seen to be broken near its centre at the Magdalen Islands, where a part of the lower members of the system come to the surface, indicating the axis of an anticlinal fold, bearing in the direction of St. George's Bay. Proceeding from the westward, this fold would thus appear to be the first of a series of disturbances which increase in frequency fur- ther east, and which are intensely developed in Newfoundland.

The principal seat of the explorations of the coal-field of New- foundland has been near George's Bay, where Mr. Murray has made special surveys. At the Middle Barachois Brook, at Robinson's Creek, and other points, outcrops of coal occur, exhibiting seams of considerable size.

At Grand Pond also, a seventeen-inch seam has been recently dis- covered, and it is by no means improbable that further developments of workable seams may be made by boring. Although the natural

outcrops are few, and the areas of the strictly productive measures limited, yet there seems every reason to suppose that more careful examination, accompanied by proper borings, might develop enough in this area to justify the opening of mines.

Coal is also reported to exist at Coal River, where an outcrop of nearly three feet has been seen.

Besides coal, the economic minerals of Newfoundland may be stated to comprise:

Salt, of which numerous indications exist through the Carboniferous region, although none of the springs are yet utilized as a source for manufacturing.

Asbestos.—This mineral is perhaps distributed more profusely and in greater volume in the Carboniferous country than in any part of the North American continent of the same extent. Enormous developments of it occur at Codroy, the Highlands, Middle Barachois, Robinson's Brook, Fishel's and Flat Bay brooks, while more isolated masses are found at Harry's Brook, Roman's Brook and Port au Port Bays on the northern side of Saint George's Bay. As an article of export, the great objection which presents itself is the absence of secure harbours, Codroy and Sandy Point being the only safe places to embark cargo; but its value for agricultural purposes cannot be overestimated.

Copper.—The ores of copper are of frequent occurrence, often in the form of grey sulphurets in the veins or dislocations of the Intermediate series.

There are several places in Conception, Placentia, and other bays where the ores of copper are displayed in the veins, but although such indications are numerous, a rich quality, it does not usually appear to be persistently to occur in isolated masses, and nothing but special justifies the large outlay requisite for the development of the ore, however, is so general in the immediate system as to constitute a characteristic.

In Notre Dame Bay at Twillingate Islands, at St. Pilley's Island, the Three Arms of Green Bay, and at Tilt Cove, which have been worked for several years, and at the richest and most productive copper mines in the world have been carried on at the mines with the most gain. The ore has been found in beds of from three to four feet in a regular lode. Over 100,000 tons of copper have been extracted, and is chiefly exported to Swansea, Wales. A vein of nickel of some value is also worked by the company.

Lead.—There are various localities in Placentia, Conception bays, and also at Bay d'Espoir and Port au Port where galena ores exist in quantities. A mine has been opened at Lead Cove, on the property of the Hon. J. A. B. but the most notable mine is at Placentia Bay—the latter has been open since 1857, and several thousands of tons of lead have been raised. It has changed hands many

DOMINION OF CANADA.

There are several places in Conception, Placentia, and St. Mary's where the ores of copper are displayed in the intersecting veins, but although such indications are numerous, and the ore of quality, it does not usually appear to be persistent, but rather in isolated masses, and nothing but special survey would reveal the large outlay requisite for the development of a mine. The ore of the ore, however, is so general in the veins of the Interior system as to constitute a characteristic.

None-Dame Bay at Twillingate Islands, at Sunday Cove Island, St. Mary's Island, the Three Arms of Green Bay, and other parts, veins of copper ore worthy of trial exist, and at Tilt Cove there are mines which have been worked for several years, and are said to be the best and most productive copper mines in the world. Operations have been carried on at the mines with the most gratifying success. Ore has been found in beds of from three to four feet thick, but in a regular lode. Over 60,000 tons of copper have already been mined, and is chiefly exported to Swansea, Wales for smelting. A ton of nickel of some value is also worked here by the same company.

Asbestos.—There are various localities in Placentia, St. Mary's, and Conception bays, and also at Bay d'Espoir and Port-au-Port, where asbestos exists in quantities. A mine has been opened near the place at Local Cove, on the property of the Hon. C. F. Bennett. The most notable mine is at Placentia Bay—the La Manche Mine. This mine has been open since 1857, and several thousand tons of asbestos have been raised. It has changed hands many times, and its

fortunes seem to have languished more through want of union, or lack of capital among its proprietors, than from any diminution of ore. At present we believe it has passed into the hands of a new company, who propose to try its capacity more vigorously.

Chromic iron ore, manganese, and other economic metallic ores are found, but not in quantities or locations to make them available.

Building stones are abundant, and the sandstones on St. George's Bay, the Peninsula of Avalon, and Notre-Dame Bay, and the lime stones of the latter place, are available for building, as also the granites of Black River and Conception Bay.

Roofing slates of first quality occur at Smith's Sound and other places. Grindstones and whetstones are found at Grand Pond, and on Trinity Bay is a hone stone, which in texture and quality rivals the famous oil stone of Turkey for the purpose of sharpening the finer description of edged tools. It is chiefly to be found near the base of the Aspidilla slates, where, by careful selection, it might be produced to almost any extent.

Limestones for burning are found abundantly, and need not be specially designated, and red and yellow ochre, peat and shell marls exist on many parts of the coast.

Mr. Murray speaks at length in his reports of the new agricultural regions opened up by recent surveys, and the valuable timber lands, but these have been alluded to in their proper place, in the topographical notice of the Province.

CHRONOLOGICAL LANDMARKS IN THE

Indians discover American	1601
First Greenland whaler visits set- tlement at Vinland	1611
Ship from Greenland goes to Mark land, mouth of the St. Lawrence, and returns	1610
Colonists discover American	1612
Discovery of the river Saguenay and Newfoundland	1613
Gaspar Cortes enters the Gulf of St. Lawrence	1610
French fishermen visit the bank of Newfound	1604
Solomon Valer enters the Gulf of St. Lawrence	1615
Verazano explores the American Coast	1615
Jacques Cartier enters the Bay of Chaleur, July 1st	1614
Cartier's second voyage to the St. Law- rence, and reaches the Saguenay	1615
First unsuccessful attempt to colo- nize Canada	1611
Sailors left on Saguenay Island by Mirques de la Roche	1618
Champlain first visits Canada	1614
Settlement formed at Annapolis Port Royal	1610
First settlement at Quebec	1608
First Jesuit Missionaries come to Canada	1611
Settlement at Port Royal taken by the English	1613
Reverend Fathers come to Quebec Champlain visits Lake Ontario and ascends the Ottawa to Lake Superior	1615
Canada invaded by the Iroquois	1615
Foundation of the Recollet convent at Quebec and of the College of St. Louis	1620
Nova Scotia granted to Sir W. Miles and Sir James I. First Code of Law promulgated at Quebec	1621
Nova Scotia first settled by English	1621
Jesuit Fathers arrive at Quebec	1625
Death of the first colonist, Louis Hebert	1626
Canada granted to the Company of One Hundred Associates by the En- glish	1627
Quebec taken by the English	1629
Quebec and Acadia restored to France. First School opened at Quebec	1632
Champlain returns to Canada	1633
Death of Champlain	1635
Sillery founded. Jesuit's College Hotel Dieu	1637
Earthquake. The Saguenay Convent at Quebec founded	1639
Invasion of Iroquois	1641
Montreal first settled and fort built at St. Roch	1642
War with Iroquois at Montreal	1644
Lake St. John discovered	1645
Iroquois destroyed by Iroquois	1649
Expulsion of Iroquois from the Bay	1651
Acadia taken by English	1654
Summary of Montreal founded	1657
Mail-boat first ship arrives	1659
Two fur traders visit the Sioux	1659
First voyage to the west	1659
Association of the Associated Company dissolved. Royal Gov- ernment established. First Court of Law. Summary of Que- bec founded	1663
Seigniors grant land	1664
Carignan Regiments sent to settle in Canada. Fort of Champlain built	1665
Expulsion of the Iroquois Charlevoix discovered	1666
Acadia restored to France. Trade agreed with the Indians	1667
Hudson's Bay Company formed in England	1668
Massacre at Michilimackinac	1669
First voyage to Hudson's Bay Com- pany around Lake Huron taken on account of by Perré	1671
Fort at Kingston built. Church built of stone at Montreal	1672
Massacre discovered	1673

1675.

War in Winnipeg; Lepin's son
discovered by the Indians; General
Clinton's expedition, seven hundred
passage of the Nova Brunswick School
Law, at the House of Commons. N. W.
Territories organized; passage of
the Copyright Bill; serious re-
cessions in Toronto; organization
of the Western part of Ontario as the
last resort of Canadian litigation.

Lachine founded. Battle of the Island of Saguenay	1674
Marble opened at Quebec	1675
Fort Niagara founded by La Salle and Lakes explored to Lake Mi- chigan	1679
La Salle reaches mouth of Missis- sippi	1682
War with Iroquois. Fatal Epide- mic throughout Canada	1686
Massacre at Lachine. War declar- ed between England and France	1689
Acadia taken by New Englanders, and Canada invaded	1690
Beersville takes English forts at Hudson's Bay	1691
Iroquois territory invaded, and Ac- adia and Newfoundland taken by French	1696
Peace concluded	1697
Louisiana colonized	1699
Peace made with Iroquois. Fort of Detroit founded	1701
Wardensland. New England inva- ded	1703
Canadians granted leave to main- facture	1704
Cape Breton colonized	1708
Canada invaded by English	1709
Acadia taken by English	1710
Canada again invaded	1711
Treaty of Utrecht. Acadia ceded to England. Newfoundland and Hudson's Bay restored. Stages established between Quebec and Montreal	1713
Ships built at Quebec	1715
First Government founded by En- glish in Nova Scotia	1719
Fort of Louisbourg built	1720
First post established	1721
Division of settled country into pa- rishes	1722
Census taken	1723
English built fort at Oswego	1724
War with Western Savages	1725
Famine in Canada	1730
Crown Point built	1731
Forts built on Lake of the Woods, Lake Winnipeg, the Saskatchewan, and Assiniboine	1732 to 1738
First Forge at St. Maurice	1739
Territory between Mississippi and Rocky Mountains explored	1743
War between England and France. Louisbourg taken by New Eng- land	1745
New England Colonies attacked by French	1746
Peace of Aix la Chapelle. Louis- bourg restored to France. Haiti fax founded by English. Forts built at Green Bay and Toronto by French. British Bells drawn up for Canada. Courts of Justice created. Nova Scotia. Acadians leave Nova Scotia for Canada and Prince Edward Island	1747
Unsuccessful attempt to settle the limits of colonies	1750
Fort Duquesne built. Hostilities are renewed	1754
Acadians are expatriated. Brant dock defeated by French, and De- skan by English; Frontenac built by French, and Fort Wil- liam Henry and Edward by En- glish	1755
Montcalm arrives. Oswego is taken by the French. Famine and smallpox in Canada	1756
Fort William Henry taken by French. General failure of war in Canada	1757
First meeting of Legislature at Ha- lifax. Louisbourg and Prince Edward Island and Forts De- skan and Frontenac taken by English	1758
Crown Point and Ticonderoga sur- rendered. Niagara taken by Sir W. Johnson. Quebec by Gen. Wolfe	1759
Canada surrendered to British	1760

1876.

First locomotive for the Canada Pacific
arrives at Ft. William; St. Hyacinthe,
Que. destroyed by fire; Canada takes
over 300 prizes at the Centennial; de-
termined strike along the whole Grand
Trunk, compelling the traffic of the whole
country; the military called out, and
one of the miners killed at Bellefleur
by the Queen's Own; widespread labor
troubles throughout the country.

First English Settlement in New Brunswick	1762
Treaty of Peace. Cape Breton in- vaded by Nova Scotia	1763
Courts established in Canada. La- brador and Prince Edward separ- ated from it. First newspaper published at Quebec	1764
Fire at Montreal. Conspiracy of Fontaine	1765
First vessel built at St. John. N. B.	1770
Chapter of Quebec becomes ex- tinct. Jesuits are abolished	1773
Constitution of 1774 granted by Que- bec Act. Council formed; North west coast explored by Cook and Vancouver	1774
Revolt of English colonies. Inva- sion of Canada. Martial Law pro- claimed. Montreal taken, and Montgomery defeated and killed before Quebec	1775
Canada evacuated by Americans. Declaration of Independence	1776
Meeting of Council and passing of ordinances respecting military and administration of justice	1777
Treaty of peace signed; U. E. Loy- alists settle in Ontario and New Brunswick. N. W. Company founded. Kingston founded	1783
Cape Breton separated from Nova Scotia	1784
New Brunswick separated from Nova Scotia. Hudson's Bay Law introduced into Canada. First school opened in Ontario. City of St. John established by Royal Charter	1785
Ontario divided into five districts, and English Law introduced. King's College, Nova Scotia founded	1788
Canadian Act passed. Provinces Ontario and Quebec divided	1791
1st Parliament of Lower Canada meets	1792
1st Parliament of Upper Canada meets. The first published First merchant vessel on Lake Ontario. House ferry on Niagara River. First Protestant Bishop of Quebec	1793
First roads opened in Upper Cana- da. Toronto founded	1794
Road Bill passed. Canada Legis- lature. Canadian volunteers en- rolled. Fort Niagara ceded to England	1796
First stages established in Upper Canada	1798
Education Act passed in Upper Ca- nada	1799
Great fire in Montreal	1801
First made at Ontario, Cascades and Long Sault	1804
First ship built in Montreal. First newspaper published	1806
Grammar schools established in Upper Canada	1807
First steamer on St. Lawrence	1809
Le Grand's suppressed	1810
Judges excluded from Parliament	1811
War with United States. Battle of Queenstown	1812
Chaboungay. Chrysler's Farm Fort Niagara. Hamilton founded	1813
Battle of the Clouds. Chippewa. Lau- d's Lane. Plattsburg. Treaty of peace signed	1814
First steamboat on Lake Ontario. Common schools established in Upper Canada	1816
Banks opened at Quebec and Mon- treal	1817
Steamer on Lake Erie. Royal In- stitutions established. U. C. Ha- lifax and St. John made free ports	1818
First steamer on Ottawa. Cap. Pro- tected by Nova Scotia	1819
Lachine Canal commences. Union of Hudson's Bay and N. W. Com- panies	1821

1877.

The schooner snow blockades through-
out the Dominion; anti Orange riots
in Montreal and Charlottetown. Black-
ett killed at Montreal; money award
of \$5,000,000 rendered by the Inter-
national Commission appointed under
the operation of the Treaty of Washington;
opening of the first section of the Cana-
dian Pacific Railway; great fire in St.
John, New Brunswick.

MARKS IN THE HISTORY OF CANADA.

164	First English Settlement in New Brunswick	1762	Union of Provinces proposed	1822	Senatorial Tenure and Cargy R. Services question settled	1854
165	Treaty of Paris. Cape Breton annexed to Nova Scotia	1763	Lower Canada Legislature convened for encouragement of Agriculture	1823	Reciprocity Treaty. Paris International Exhibition, First vessel from Chicago, through St. Lawrence to Liverpool	1855
167	Courts established in Canada. Labrador and Prince Edward separated from it. First newspaper published at Quebec	1764	Fabrique Act passed	1824	Allan Steamship Line established. Edouard Bell passed; Victoria Bridge begun	1861
168	Fire at Montreal. Conspiracy of Bonine	1765	Death of Bishop Mountain, and of R. C. Bishop; Great fire on the Miramichi. N. B.	1825	Normal schools in Quebec, First Petroleum works, Ontario, Gold discovered, Nova Scotia	1857
169	First vessel built at St. John. N. B. Chapter of Quebec becomes extinct. Jesuits are abolished	1773	Steamers on Lake St. Louis and Lake St. Francis. Latest navigation open at Quebec on record	1836	Decimal system adopted; Ottawa named capital. Atlantic Cable laid. Delegates sent to England about Confederation. First railway completed in Nova Scotia. Great Western Railway completed	1878
170	Constitution of 1774 granted by Quebec Act. Council formed; Northwest coast explored by Cook and Vancouver	1774	Rideau Canal begun; McGill College founded; King's College, Toronto, founded; Clergy Reserves agitation	1827	Prince of Wales visits Canada; Victoria Bridge opened. First railway opened in New Brunswick. Grand Trunk Railway completed	1867
171	Revolt of English Colonies. Invasion of Canada. Martial Law proclaimed. Montreal taken and Montgomery defeated and killed before Quebec	1775	Saguenay District explored. Petitions from Lower Canada sent to England. Earliest known opening of navigation at Quebec. Pion and Sydney make free ports	1828	Secession of Southern States; Troops sent to Canada. First street railways, Montreal and Toronto	1864
172	Canada evacuated by Americans. Declaration of Independence	1776	Upper Canada College opened. Welland Canal begun	1829	International Exhibition, London. War in United States. Conference at Charlottetown concerning Confederation	1862
173	Meeting of Council and passing of ordinances respecting militia and administration of justice	1777	Lawrence	1830	Illegal recruiting in Canada for U.S. Army	1867
174	Treaty of peace signed. U. E. Loyalists settle in Ontario and New Brunswick. N. W. Company formed. Kingston founded	1783	Steamer between Quebec and Halifax. Chaudiere Canal begun	1831	Quebec Conference	1861
175	Cape Breton separated from Nova Scotia	1784	Chaudiere	1832	Confederation passes Canadian Parliament. Close of War of 1812. Reciprocity Treaty expires	1865
176	New Brunswick separated from Nova Scotia. Habeas Corpus Law introduced into Canada. First school opened in Ontario. City of St. John established by Royal Charter	1785	General agitation throughout the Canadas	1836	Nova Scotia and New Brunswick accept Confederation. Last session of Canadian Parliament. Atlantic Cable laid	1866
177	Ontario divided into five districts, and English Law introduced. King's College, Nova Scotia founded	1788	Ascension of Her Majesty, Breaking out Canadian Rebellion. Fire at St. John. N. B. First railway. U. C.	1837	First Canadian Railroad. British North American Act passes Imperial Parliament, May	1867
178	Canadian Act passed; Provinces Ontario and Quebec divided	1791	Suspension of U. C. Constitution. General Amnesty. Second insurrection	1838	Dominion inaugurated, 1st of July. First meeting of Dominion Parliament, at Nova Scotia	1867
179	1st Parliament of Lower Canada meets	1792	Special Council assembled at Montreal. Boundary difficulties, New Brunswick. First horse railway, Upper Canada	1839	Assassination of Mr. McTear. Discovery of silver mines at Thunder Bay, Lake Superior. Sir John Young succeeds Lord Monck as Governor in Council	1868
180	2d Parliament of Upper Canada. Session. Lower Canada. Public accounts, doc. first published. First merchant vessels on Lake Ontario. Horse ferry on Niagara River. First Protestant Bishop of Quebec	1793	Union of Provinces	1840	Second session. Dominion Parliament. Intercolonial Railway commenced. Prince Arthur comes to Canada	1869
181	First roads opened in Upper Canada, Toronto founded	1794	First Parliament of Canada meets at Kingston. Municipal Education laws passed. First screw steamer on lakes	1841	Second Fenian Raid. N. W. Territory and Manitoba come into Dominion. Insurrection at Red River	1870
182	Road Bill passed. Canada Legislature. Canadian volunteers embodied. Fort Niagara ceded to U. S.	1796	Do. Ryerson appointed Superintendent of Education. U. C. First Convocation of Toronto University. First railway commenced in New Brunswick	1841	British Columbia enters Dominion. Pacific Railway Survey undertaken. Washington Treaty. Census of Dominion taken	1871
183	First stages established in Upper Canada	1798	Rebellion losses commencing at offices at Quebec. Welland Canal opened	1845	Washington Treaty accepted by Dominion Parliament. Dissolution 1st Dominion Parliament. Lord Dufferin succeeds Lord Elgin	1872
184	Great fire in Montreal	1803	Lake Superior mines explored. School Bill passed for Upper Canada	1846	Pacific Railway charter granted. General agitation respecting charges of political corruption on the part of the administration with respect to granting this charter. Prince Edward Island enters the Confederation. Dissolution of Parliament. Sir John Macdonald's administration overthrown through the Pacific Railway investigation. A Liberal administration succeeds under the Premiership of Hon. Alexander Mackenzie	1873
185	Louis made in Congo, Canada, and Long South	1804	Skip 6000. First telegraph, Canada. Normal School established at Toronto. Grand Trunk Railway commenced	1847	New Pacific Railway Bill passed, and the survey published. Louis Riel elected member of Parliament from Manitoba but he is outlawed by partition of the Northwest rebellion of 1880. Lord Dufferin, Governor General, makes a popular summer progress through the upper Provinces	1874
186	First ship built in Montreal. First French newspaper published	1806	Navigation laws repealed. First telegraph Nova Scotia and New Brunswick	1848		
187	Grammar schools established in Upper Canada	1807	Rebellion losses continued. Riots at Toronto and other places. Beauharnois Canal opened	1849		
188	First steamer on St. Lawrence	1809	Parliament meets at Toronto. Clergy Reserves agitation	1850		
189	1st Canadian suppressed	1810	Gold discovered at British Columbia and at St. Ann's, Vancouver Island	1850		
190	Judges excluded from Parliament	1811	Separate School system in Ontario. Great fire in Montreal. Change in postal system	1851		
191	War with United States. Battle of Queenstown	1812	Parliament meets at Quebec. Trinity College, Toronto, and Laval University, Quebec, opened	1852		
192	Chateaugay. Chrysler's Farm. Fort Niagara. Hamilton founded	1813	First locomotive railway in Ontario, to at Western Railway commenced. First screw steamer from Liverpool to St. Lawrence	1854		
193	Battles of Lacolle, Chippewa, and of the Plains. Treaty of peace signed	1814				
194	First steamboat on Lake Ontario. Common schools established in U. C.	1816				
195	Banks opened at Quebec and Montreal	1817				
196	Steamer on Lake Erie. Royal Institution established. U. C. Halifax and St. John make free ports	1818				
197	First steamer on Ottawa, Cap. Fort Toronto moved to Nova Scotia	1819				
198	Lachine and commenced. Union of Hudson's Bay and N. W. Company	1821				
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REGARDING

THE QUEEN AND THE ROYAL FAMILY.

Her Royal Highness Beatrice Mary Victoria Feby, for
April 16, 1895.

STATE OF KENTUCKY—DECEMBER

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SINAI, OF CANADA.

JOURNAL OF CLIMATE

STAYERS.	P. & M.
Hon. Charles Comier.....	Plattsburgh.
David E. Fries.....	Quebec.
L. Dumouchelle.....	Longueville.
J. F. Armand.....	River des.
William H. Chaffers.....	St. Catharines.
J. A. P. Gougeon.....	Sackville.
James Furey.....	Montreal.
J. S. Ryan.....	Montreal.
T. P. McNeill.....	Sydney, N.
R. J. B. Dickey.....	Amherst, N.
J. J. Fanning.....	Sydney, N.
Wm. St. Helens.....	Amherst, N.
A. E. Horsford.....	Sackville.
William H. Odell.....	Freshburg.
W. C. Wick.....	Kingston.
Jean Perron.....	Fullarton.
A. R. MacGinnis.....	Hogewatch.
J. C. Chapuis.....	St. Denis.
James R. Beaulieu.....	St. Catharines.
J. H. Gibson.....	Sumner.
James Dyer.....	St. John's.
A. W. MacLellan.....	London.
A. J. G. James.....	London.
Frank Smith.....	Toronto.
Robert Reid.....	Belleville.
M. A. Gault.....	St. Catharines.
J. Sutherland.....	K. Town.
Hugh Nelson.....	Barkby.
C. C. Cornwall.....	Amherst.
W. J. Macdonald.....	Amherst.
H. A. N. Kinnear.....	London.
W. J. Macdonald.....	London.
William Murdoch.....	Chatham.
A. Alexander Vidal.....	St. Catharines.
Louise Chime.....	Quebec.
Georg Alexander.....	Windsor.
J. H. Belliveau.....	St. Amos.
R. McIntosh.....	Pack Court.
R. P. Haythorne.....	Charlottetown.
Geo. W. H. Watson.....	Albion.
A. A. Telford.....	Montreal.
R. W. Scott.....	Ottawa.
L. G. Poiry.....	Montreal.
J. J. Macdonald.....	Quebec.
A. H. Piquet.....	St. Catharines.
H. H. Piquet.....	Quebec.
G. G. Stevens.....	Windsor.
C. H. Poiry.....	St. Catharines.
J. D. Levesque.....	St. Catharines.
A. G. Hays.....	Hamilton.
E. G. Power.....	Hillville.
R. P. Gault.....	Peterson, N.
C. A. P. Proctor.....	Quebec.
J. A. S. T. Thompson.....	Montreal.
Wm. H. Birt.....	Prescott.
E. E. B. G. B. Birt.....	Prescott.
H. B. B. B. Birt.....	Hamilton.
William J. Birt.....	Parkville.
A. T. Birt.....	St. Catharines.
T. N. Birt.....	Gowanus.
John Birt.....	St. John's.
J. N. Birt.....	St. John's.

HOUSE OF COMMONS

II. (iii) $\mathcal{L} \in \mathcal{L}(\mathcal{H})$ is called **Hermitian** if $\mathcal{L} = \mathcal{L}^*$. An

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REGARDING

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CHIEF PERMANENT OFFICERS OF THE LEGISLATIVE
Charles E. Gilmer, Clerk of the House and Clerk of
the Senate; Arthur H. Sydere, Clerk Assistant; F. J.
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DOMINION OF CANADA.

xxxv

PROVINCE OF ONTARIO.

SEAF OF GOVERNMENTS—TORONTO

AND GOVERNOR.—The Hon. D. A. Macdonald, Toronto.
Capt. Forsyth Grant, *Private Secretary*.

EXECUTIVE COUNCIL

<i>General</i>	Hon. Oliver Mowat.
<i>of Education</i>	" Adam Chubb.
<i>Minister of Crown Lands</i>	" T. B. Parker.
<i>Minister of Public Works</i>	" C. E. Fraser.
<i>Minister and Commissioner of Agriculture</i>	" S. C. Wood.
<i>Mayor of Regina</i>	" A. S. Hardy.

Ed, Q C., Clerk of Executive Council, J. Lemdale Chaprod,
Assistant Clerk.

11. USE OF ASSEMBLY

HON. CHARLES CLARK, Speaker.

TELEPHONES.	NAME.	P. O. ADDRESS.
R. R.	H. M. Dercher	Napreux
R. R.	Robert Adam Lyon	Michael's Bay.
R. R.	James Young	Galt.
R. R.	Hon. A. S. Hardy	Toronto.
R. R.	Hon. C. E. Fraser	Brackville.
R. R.	D. Sinclair	Paisley.
R. R.	Hon. R. M. Wells	Toronto.
R. R.	Charles Robinson	Chatham.
R. R.	C. W. Monro	St. Catharines.
R. R.	William McKee	Cornwall.
R. R.	William Jolly	Shelburne.
R. R.	Andrew Broder	West Wanchester.
R. R.	John Rosevear	Port Hope.
R. R.	Jas. W. McLaughlin	Bowmanville.
R. R.	T. Macintyre Nairn	Albion, West.
R. R.	John Lascaden	Iona.
R. R.	Solomon White	Windsor.
R. R.	Levin Watson	London.
R. R.	D. D. Calvin	Kingston.
R. R.	Donald Macmurtrei	Williamstown.
R. R.	Frederick J. French	Prescott.
R. R.	D. Crighton	Owen Sound.
R. R.	A. W. Linder	Toronto.
R. R.	J. H. Hamer	Durham.
R. R.	Joseph Baxter	Camara.
R. R.	David Robertson	Wilton.
R. R.	John A. Gibson	Hamilton.
R. R.	N. Robertson	Kelleville.
R. R.	N. Smyth	Shannonville.
R. R.	G. H. Boulton	Stirling.
R. R.	T. Gibson	Wexveter.
R. R.	Archibald Bishop	Hay.
R. R.	A. McLagan Ross	Goderich.
R. R.	D. McFarney	Bethwell.
R. R.	Edward Robinson	Chatham.
R. R.	James H. Metcalfe	Kingston.
R. R.	W. C. Graham	Windsor.
R. R.	D. H. E. Girdle	Toronto.
R. R.	Wm. C. Caldwell	Lamark.
R. R.	William Lees	Fallbrook.
R. R.	H. Merrick	Morrisville.
R. R.	Wm. Richardson	Seely's Bay.
R. R.	George D. Hawley	Rath.
R. R.	Sylvester Nelson	St. Catharines.
R. R.	W. R. Meischel	London.
R. R.	K. Topley	Belmont.
R. R.	John Waters	Springbank.
R. R.	T. Wardsworth	Wardsville.
R. R.	Richard Burtout	Welland.
R. R.	John C. Miller	Toronto.
R. R.	William Morgan	Port Wawan.
R. R.	John G. Freeman	Simsco.
R. R.	Jas. M. Ferris	Campbellford.
R. R.	John C. Field	Colborne.
R. R.	Thos. Paxton	Belmont.
R. R.	John Dryden	Brooklin.
R. R.	Peter J. MacCall	Ontario.
R. R.	H. N. Oliver Mowat	Toronto.
R. R.	B. N. Adam Cook	Toronto.
R. R.	K. Chisholm	Stratford.
R. R.	D. D. Hay	Lamswell.
R. R.	Thos. Ballantyne	Stratford.
R. R.	Thomas Bilezard	Peterboro.
R. R.	W. H. Scott	Peterboro.
R. R.	William Harkin	Black Creek Hill.
R. R.	C. G. Gault	Pictou.
R. R.	James Bondick	Gravelly.
R. R.	Thomas Murray	Framboke.
R. R.	A. J. Baker	Metcalfe.
R. R.	Herman H. Cook	Toronto.
R. R.	Wm. J. Parkhill	Randwich.
R. R.	Thos. Long	Collingwood.
R. R.	Joseph Kerr	Barons Point.
R. R.	Hon. Alex. Morris	Toronto.
R. R.	Robert Bell	Toronto.
R. R.	Samuel S. S. S.	Minden.
R. R.	Hon. S. C. Wood	Toronto.
R. R.	M. Springer	Waterloo.
R. R.	James Livingston	Baden.
R. R.	Daniel Near	Humberstone.
R. R.	Robert McKim	Parkert.
R. R.	C. Clarke	Flora.
R. R.	James Lawlaw	Guelph.
R. R.	A. McMahon	Brantford.
R. R.	F. M. Rogers	Stoney Creek.
R. R.	W. Baskin	Toronto.
R. R.	Peter Patterson	Patterson.
R. R.	J. H. Whitefield	Newmarket.

PERMANENT OFFICERS OF THE LEGISLATIVE ASSEMBLY.—
T. Gilmore, Clerk of the House and Clerk of the Crown in
y; Arthur H. Sydes, Clerk Assistant; F. J. Glackmeyer,

PROVINCE OF QUEBEC

SEAF OF GOVERNMENT—Office

LIEUTENANT GOVERNOR. Hon. Thaddeus Robitaille; Capt. Henry Shepard, Ardo-de-Camp.

ENCLOSURE, col. NETH.,

<i>Promer and Minister of Agriculture</i>	Hon. J. A. Chapleau.
<i>and Public Works</i>	"
<i>Attorney-General</i>	" J. O. Leongre.
<i>Treasurer</i>	" J. G. Robertson.
<i>Provincial Secretary</i>	" E. T. Papet.
<i>Speaker Legislature</i>	" J. J. Ross.
<i>Commis-sioner of Crown Lands</i>	" E. J. Fyvie.
<i>Schools-General</i>	" W. W. Lynch.

OFFICERS.—F. Fortier, Clerk Executive Council; G. Grenier, Deputy Clerk.

LEGISLATIVE COUNCIL

HON. JOHN DUNN, Bross, Speaker

DIVISION.	NAME.	P. O. ADDRESS.
<i>Alma</i>	Hon. Jean Louis Beaudry	Montreal.
<i>Richard</i>	" Thomas Ward	Dunham Flats.
<i>Chicoutimi</i>	" John Jones Ross	Ste. An. de la Por.
<i>La Grande</i>	" Bernard E. Gauthier	Quebec.
<i>De la Péninsule</i>	" Edward Renaud	Quebec.
<i>De la Vallée</i>	" Jean Rea	P. O. St. Nord.
<i>La Loraine</i>	" J. G. Lapointe	Naperville.
<i>La Sablery</i>	" H. Starnes	Montreal.
<i>Grande-Croix</i>	" Ellice Dionne	Ste. An. de la Por.
<i>La Grande</i>	" Thomas Gagnon	Quebec.
<i>La Rivière</i>	" George Hyson	Manitowish.
<i>Kanabé</i>	" Joseph Gaudet	Gentilly.
<i>La Sille</i>	" Louis Paret	Quebec.
<i>La Grande</i>	" Jean Elie Gingras	Quebec.
<i>La Rivière</i>	" A. R. de Lery	Quebec.
<i>La Grande</i>	" Edw. H. Lewis	St. John's, N. B.
<i>La Grande</i>	" Louis Archambault	L'Assomption.
<i>La Grande</i>	" E. Prudhomme	St. Paris-Montreal.
<i>La Grande</i>	" P. B. de LaBrière	St. Jean, Que.
<i>La Grande</i>	" P. E. Roy	St. Pie.
<i>La Grande</i>	" John Harris	Quebec.
<i>La Grande</i>	" James J. Lewis	Montreal.
<i>La Grande</i>	" W. B. Webb	Melbourne.

CHIEF OFFICERS OF THE LEGISLATIVE COUNCIL—44. B. de Boucherville, Clerk, Master in Chancery and Accountant; S. S. Hatt, Gentleman Usher Black Rod; T. E. Roy, Sergeant-at-Arms.

LEGISLATIVE ASSEMBLY,

H. S. ARTHUR TREBOUTE, Speaker.		
CONSTITUENCIES.	SAME.	P. O. ADDRESS.
Arg. d'Am.	Robert J. Muckle	Lachine.
Bapt. I.	Narcisse	St. Laboré.
Bapt. II.	Joseph P.	St. Joseph.
Bouchegault	Ed. Bergeron	St. Timothée.
B. Ross	P. Barrin	St. Raphael.
B. Rich.	Joseph Robitland	Lamoraie.
B. de la Riv.	J. L. Tarte	Quebec
Bonne	W. W. Lynch	Knobhton.
Cadillac	R. Prudentaine	Montreal, [rade.
Chapleau	D. N. St. Cyr	St. Anne-de-la-Pe-
Chaudière	O. Gauthier	St. Urbain.
Chaudière N.	Edmond Laberge	St. Philomène.
Ch. et St. Jean	W. E. Price	Ignace.
Chapman	L. Sawyer	St. Sulpice.
Ch. de Montm.	Charles E. Champagne.	St. Eustache.
Ch. de St. J.	N. And.	St. Anicette.
Ch. de St. J. et de St. J.	W. J. Watts	Drummondville.
Ch. de St. J. et de St. J.	Hon. Edmund J. Flynn	Quebec.
Ch. de St. J. et de St. J.	Hon. Louis Brault	Montreal.
Ch. de St. J. et de St. J.	Dr. A. Cameron	St. Hubert.
Ch. de St. J. et de St. J.	Louis Mollere	St. Jean.
Ch. de St. J. et de St. J.	N. M. Levesque	St. Laurent [ois.
Ch. de St. J. et de St. J.	A. P. Lavallée	St. Félix de Val-
Ch. de St. J. et de St. J.	Charles Ant. Levesque	St. Charles.
Ch. de St. J. et de St. J.	Charles A. Cloutier	Laprairie.
Ch. de St. J. et de St. J.	Umphe Peltier	L'Epiphanie.
Ch. de St. J. et de St. J.	L. O. Levesque	Montreal.
Ch. de St. J. et de St. J.	Hon. E. T. Rapin	St. Nicolas.
Ch. de St. J. et de St. J.	R. De Dupuis	St. Roches Ant.
Ch. de St. J. et de St. J.	Hon. H. G. Joly	Quebec, n. B.
Ch. de St. J. et de St. J.	Edmond Caron	Riv. du Loup.
Ch. de St. J. et de St. J.	Hon. George Tréme	Quebec
Ch. de St. J. et de St. J.	Ernest Bisson	Sweatbours.
Ch. de St. J. et de St. J.	Octave Mignault	St. Alexis.
Ch. de St. J. et de St. J.	L. Levesque	Cap. de la Ligne.
Ch. de St. J. et de St. J.	H. A. Nelson	Montreal.
Ch. de St. J. et de St. J.	L. O. Taylor	Montreal.
Ch. de St. J. et de St. J.	James McShane	Montreal.
Ch. de St. J. et de St. J.	L. D. Laframboise	St. Edmond.
Ch. de St. J. et de St. J.	C. E. Hebert	St. Colombe.
Ch. de St. J. et de St. J.	L. Duhamel	Wright Township.
Ch. de St. J. et de St. J.	Hon. L. R. Church	Ashmun.
Ch. de St. J. et de St. J.	Hon. F. S. Langlois	Quebec
Ch. de St. J. et de St. J.	R. Biset	Quebec
Ch. de St. J. et de St. J.	Joseph Shio	Quebec
Ch. de St. J. et de St. J.	A. H. Murphy	Quebec
Ch. de St. J. et de St. J.	Hon. D. A. Ross	Quebec
Ch. de St. J. et de St. J.	Jacques Pichard	W. de la Riv.
Ch. de St. J. et de St. J.	Michael Meade	St. J.
Ch. de St. J. et de St. J.	F. G. Boudillier	Montreal.
Ch. de St. J. et de St. J.	Hon. H. Mercier	St. Hyacinthe.
Ch. de St. J. et de St. J.	Hon. F. G. Michaud	St. Jean de Riv.
Ch. de St. J. et de St. J.	F. S. L. Desautels	Amqui, N. B.
Ch. de St. J. et de St. J.	L. Lafontaine	Shedbrook.
Ch. de St. J. et de St. J.	Hon. J. H. Robertson	Shedbrook.
Ch. de St. J. et de St. J.	William Durell	Colton Landing.
Ch. de St. J. et de St. J.	Henry Lowell	C. de St. J.
Ch. de St. J. et de St. J.	G. H. Deschênes	St. Epiphane.
Ch. de St. J. et de St. J.	Hon. J. A. Chapkan	Montreal.

CONSTITUENCY	NAME
<i>Asenithua</i>	Alex. Murray
<i>P. of St. Paul</i>	Senator Garfield
<i>Leaside</i>	John Smith
<i>P. of C.</i>	Hon. G. M. McKen
<i>Highland, N.</i>	Melrose Langhain
<i>Highland, S.</i>	Wm. Wigham
<i>Emmston</i>	W. H. Nash

CONSTITUENCY.	NAME.
Gladsdale	Hon. C. P. Browe.
Hugh Bluff	J. A. K. Drummond.
Kilbuck	A. M. Sutherland.
La Poudre	Hon. M. Gaudet.
Montreal	Thos. Greenway.
Morley	Joseph Taillefer.
Parade La Prairie	Dr. Curran.
Rockwood	J. S. Atkins.
Springfield	A. W. Ross.
St. Agathe	Alex. Kittson.
St. Andrew	Hon. John Norquay.
St. Boniface	A. A. C. La Riviere.
St. Clements	E. H. G. Hay.
St. Francis Xavier	Patric. Holland.
St. George	Hon. D. M. Walker.
St. Joseph	Capt. Thos. Scott.
Woodlands	Wesley F. Lysett.

NORTH-WEST TERRITORIES.

SEAT OF GOVERNMENT—WATFORD.

LIEUTENANT-GOVERNOR—Hon. David Laird. COUNCIL—Matthew Ryan and Hugh Richardson, Stipendiary Magistrates, and Members of Council in *ex officio*.—Lieut.-Colonel James Farquharson McLeod, C. M. G., Commissioner of Police, Pascal Breland, Members of Council.

Lieut.-Colonel Archibald Gordon Irvine, Assistant Commissioner of Police; Ambrose Forger, Clerk of the Council and Secretary to the Lieut. Governor; Edmund Richard, Sheriff; William James Scott, Registrar.

NEWFOUNDLAND.

SEAT OF GOVERNMENT—ST. JOHN'S.

Governor, Commander-in-Chief and Vice-Admiral, Capt. Sir John Glover, R. N.; Private Secretary, H. H. Molloy, Colonial Aide-de-Camp, Alex. Murray.

EXECUTIVE COUNCIL.

Attorney-General	Hon. W. V. Whiteway.
Surveyor-General	W. J. S. Donnelly.
Cultural Secretary	E. D. Shea.
Receiver-General	J. J. Rogerson.
Members of Council	John Burke.
"	Jas. S. Winter.
Clerk of the Council—H. M. E. D. Shea.	

LEGISLATIVE COUNCIL.

Hon. Robert Alexander.	Hon. Chas. R. Ayes.
" James Fox.	Ang. W. Harvey.
" Robt. Kent.	Edward Morris.
" Stephen Randall.	Edward D. Shea.
" Thos. Tallant.	Peter G. Tessier.
" Robt. Thompson.	John H. Warren.
" Edward White.	John Winter.
Clerk—Hugh F. Carter. Solicitor—Thos. J. Kough.	

HOUSE OF ASSEMBLY.

H. M. A. J. W. McNEILLY—Speaker.

CONSTITUENCY.	NAME.
Conception Bay	Hon. Ambrose Shea.
"	Charles Dawe.
"	Nathan Notman.
"	Hon. John Burke.
"	A. Penny.
"	Joseph J. Little, Q. C.
St. John's East	Patrick S. Walsh.
"	Robt. J. Kent.
"	Robt. J. Parson.
"	M. J. O'Meara.
St. John's West	Louis Tessier.
"	J. M. Leachman.
"	Patrick J. Scott.
Terrence Bay	Hon. Wm. V. Whiteway.
"	John Rendell.
"	James H. Watson.
Placentia and St. Mary's	Hon. W. J. S. Donnelly.
"	James Sant.
"	Michael E. Dwyer.
Twillingate and Fogo	Hon. A. J. W. McNeilly.
"	S. R. Carter.
"	R. P. Rice.
Bonaville Bay	George Skelton.
"	Francis Winter.
"	James Sant.
Burn	Hon. J. J. Rogerson.
"	James S. Winter.
Portland	Joseph Greene.
Bay and La Poudre	Alex. M. McKay.
Port au Roy	James O. Fraser.
Clerk of Assembly—John Stewart.	

STAMP DUTIES.

Upon all notes, drafts, bills of exchange, &c., for amounts of \$25 and over, made, drawn or accepted in Canada, the following scale of stamp duties shall be levied:

For \$25, one cent.

For amounts over \$25 and up to \$50, two cents.

For amounts over \$50 and up to \$100, three cents.

For amounts exceeding \$100, three cents for each \$100, and three cents additional for each additional \$100 or fraction thereof.

When drafts or bills of exchange are executed in duplicate, two cents on each part for the first \$100, and the same for any additional fraction thereof; and if made in more than two parts, one cent each part for each \$100 or fraction thereof.

Any interest made payable at maturity shall be counted as part of the whole.

THE FOLLOWING ARE ALSO LIABLE TO DUTY AS ABOVE:

(1) Any bill, draft, order or instrument, for money by a bill or promissory note, whether such paper to be made to bearer or order; (2) letters of receipt entitling party receiving it to receive a like party.

The following instruments are free from stamp duty, and all instruments under \$25: bills of exchange, H. M. Commissioner or other officers on H. M. Imperial service, or any acceptance, endorsement, &c., by a bill of exchange drawn out of Canada, or any draft bank payable to the order of any such officer in bill—or any note payable on demand to bearer—or at same be payable on demand—or any P. O. order—any debenture or coupon thereon—or any instrument executed in his official capacity.

Duties must be paid by affixing adhesive stamp paper of the denomination required, in the stamp to be cancelled by writing thereon the initials of the maker, drawer or witness attesting the maker or endorser of the instrument; or the person attesting shall write or stamp thereon the date.

If this latter be neglected or omitted, any person writing a false date is liable to a fine of \$100.

In case of promissory notes made or drawn in Canada shall be by *adhesive stamps*, and not stamped paper. If not stamped at the time of drawing it may be done by the holder attaching *double* the amount of stamp duty (with date of such being so attached), even if it is in progress, provided that at the time it came to hand no knowledge of any defects in the same, and to remedy such defects as soon as they came to his if such holder shall have acquired such knowledge of the proceedings in court.

The penalty for not affixing proper stamps to notes and any person who makes, draws, accepts, endorses or issues any instrument, or who uses such instrument, is that he may, however, avoid such liability by *double* the same, as above; this double stamping to remove its validity by reason of proper duty not having been paid by the proper party, or at the proper time, or as to date or erasure of the stamps affixed having been wrong date placed thereon, &c.

After, however, any note or instrument required has been settled or paid, no penalty shall be incurred any irregularity in the duties, unless it be shown that when a penalty is demanded was aware before of the irregularity of such note or instrument, or such defect without removing the same as above.

Notes or bills, &c., found amongst the securities of a person, uncancelled, insufficiently stamped, &c., by affixing thereto, and properly cancelling "double irregularity" as to stamping, &c., does not prevent instrument from being admitted as evidence in criminal proceedings. The Minister of Internal Revenue appoints masters and post-stamp agents, who sell bills of exchange, promissory stamps; and any one who forges, counterfeits, procures to be forged, counterfeited or imitated any stamped paper, or knowingly uses, offers, sells or acquires, or shall in any way aid or abet such forgery, imitation, shall be guilty of a felony, on conviction, be liable to imprisonment in the penitentiary for a term not exceeding twenty-one years.

Any banker or broker making, drawing, issuing, presenting, receiving, or in any way holding any note not duly stamped, and who does not immediately cancel the stamps called for by the Act in that behalf, is liable to a penalty of \$500, but is by such notice declared from recovering the same in any suit against person willfully affixing to any note or instrument stamp, or one which has been previously affixed to note or instrument shall be guilty of a misdemeanor, and of \$500.

POSTAL INFORMATION.

LETTER RATES, &c.

Canada.—Letters posted in Canada, addressed within the Dominion including Manitoba, British Columbia, Prince Edward Island, 3 cents per 4 oz. or fraction thereof; such letters cannot be forwarded, but will be sent to the Dead Letter Office. If liable to more than one rate insufficiently prepaid, the letter will be forwarded to any office for delivery at or from the same office, and each, and must be prepaid; otherwise they are sent to the Letter Office.

Newfoundland.—Postage on letters 5 cents per thereof. Newspapers, see "Transient Newspapers," &c. each. Prepayment necessary.

United States.—The rate on letters to the United States is in Canada, but must be prepaid.

United Kingdom.—Postage on letters 5 cents per thereof, whether by Canadian or New York steamers double postage will be charged.

Post Cards.—From any place in Canada to any Canada or to the United States, 1 cent each. British (including Newfoundland), 2 cents each.

REGISTRATION OF LETTERS.

Persons posting letters containing value should require them to be registered, and to obtain from the certificate of receipt for Registration.

The charge for Registration (see Registration Stamp) to the postage, is as follows, viz.:

On letters to any other place in Canada or British America.

On letters for the United States, or United Kingdom, on parcels, patterns or samples (Canada only).

On book packets and newspapers to United Kingdom.

The following are also liable to duty as above:

(1) Any bill, draft, order, or instrument, for the payment of money by a bill or promissory note, whether such payment is to be made to bearer or order; (2) letters of credit; (3) any out-letting party receiving it to receive a like sum from a third party.

The following instruments are free from stamp duties: notes, bills, and all instruments under \$25; bills of exchange drawn by a Commissioner or other officer on H. M. Imperial or Provincial, or any acceptance, endorsement, &c., by such officer on a bill of exchange drawn out of Canada, or any draft of or on any payable to the order of any such officer in his official capacity any note payable on demand to bearer—or any cheque, if the bill be payable on demand—or any P. O. order—or any municipal order or coupon thereof—or any instrument executed by a notary in his official capacity.

Notes must be paid by affixing adhesive stamps, or by using stamped paper of the denomination required, in either which case stamp is to be cancelled by writing thereon the signature or initials of the maker, drawer or witness attesting the signature of the holder or endorser of the instrument; or, the person affixing or witnessing shall write or stamp thereon the date.

If this latter be neglected or omitted, any person stamping or using a false date is liable to a fine of \$100.

In case of promissory notes made or drawn in Canada, the method to be followed is, to stamp, and not stamped paper.

Not stamped at time of drawing it may be done subsequently, after attaching double the amount of stamps required, originally with date of such being so attached, even if during time suit with process: provided that at the time it came into his hands he had no knowledge of any defects in the same, and that he proceeded duly such defects as soon as they came to his knowledge, even if holder shall have acquired such knowledge only during process in court.

The penalty for not affixing proper stamps to notes, &c., is \$100, and the person who makes, draws, accepts, endorses, signs, or in any way becomes a party to such instrument, is liable in the same, may, however, avoid such liability by double stamping the same as above; this double stamping to remove any probable liability by reason of proper duty not having been paid at all, or not by the proper party, or at the proper time, or of any formality false or erroneous of the stamps affixed having been omitted, or a date placed thereon, &c.

After, however, any note or instrument requiring to be stamped is cancelled or paid, no penalty shall be enforced by reason of irregularity in its date, unless it be shown that the party from whom a penalty is demanded was aware, before or at the date of its cancellation, of such note or instrument, of such defect or irregularity, and removing the same as above.

Notes or bills, &c., found amongst the seal-bills of a deceased person, uncancelled, insufficiently stamped, &c., become valid on being attached to such instrument, and properly cancelled "double" stamps. Any liability as to stamping, &c., does not prevent any note or instrument from being admitted as evidence in criminal proceedings. The Minister of Inland Revenue appoints agents—generally post-offices and post-stamp agents—to sell bill stamps, the same as stamps; and any one who forges, counterfeits or imitates, or tries to be forged, counterfeited or imitated any such stamp or bill paper, or knowingly uses, offers, sells or exposes such for sale or in any way and for such such forgery, counterfeit or imitation, shall be guilty of a felony, on conviction of which he shall be liable to imprisonment in the penitentiary for a term not exceeding five years.

Any banker or broker making, drawing, issuing, negotiating, endorsing, receiving, or in any way holding any note or instrument insufficiently stamped, and who does not immediately affix and cancel stamps called for by the Act in that behalf, not only becomes liable to a penalty of \$100, but is by such neglect or proceeding liable from recovering the same in any suit at law; and any person willfully affixing to any note or instrument any cancelled stamp, or one which has been previously affixed to any other note or instrument, shall be guilty of a misdemeanour, and subject to a fine of \$100.

POSTAL INFORMATION.

LETTER RATES, ETC.

Canada.—Letters posted in Canada, addressed to any place in the Dominion including Manitoba, British Columbia and the Edward Islands, 3 cents per ½ oz. or fraction thereof; if 4, such letters cannot be forwarded, but will be sent to the Letter Office. If liable to more than one rate of postage, and duly prepaid, the letter will be forwarded to its destination, double the deficiency charged on delivery. Letters mailed at office for delivery at or from the same office, are charged 1 cent and must be prepaid; otherwise they are sent to the Dead Letter Office.

Newfoundland.—Postage on letters 5 cents per ½ oz. or fraction thereof. Newspapers see "Transient Newspapers." Post cards, 2 cents each. Prepayment necessary.

United States.—The rate on letters to the United States is the same as in Canada, but must be prepaid.

United Kingdom.—Postage on letters 5 cents per ½ oz. or fraction of, whether by Canadian or New York steamers. If sent unpaid, postage will be charged.

Letters of Carriage.—From any place in Canada to any other place in Canada or to the United States, 1 cent each. British and Foreign (including Newfoundland), 2 cents each.

REGISTRATION OF LETTERS.

Persons posting letters containing value should be careful to register them, and to obtain from the Postmaster a receipt of receipt for Registration.

The charge for Registration (see Registration Stamp) in addition to postage, is as follows, viz.:

Letters to any other place in Canada or British North America • 2 cents.
Letters for the United States, or United Kingdom • 5 "
Packets, patterns or samples (Canada only) • 5 "
Book packets and newspapers to United Kingdom • 5 "

Registration and foreign postage rates must in all cases be prepaid in full by stamps. Letters to other points within the Dominion weighing over ½ oz. and being insufficiently stamped, will be forwarded to destination, and double the amount of the deficiency charged on delivery.

Registered letter stamps have been issued of the above denominations, which may be obtained at any stampagency.

Registration is not an absolute guarantee against the miscarriage or loss of a letter; but a registered letter can be traced where an unregistered letter cannot, and the posting and delivery or non-delivery can be proven.

BOOK POST.

A Book Packet may contain any number of separate books, publications, works of literature or art, maps or prints, photographs, daguerotypes, when not on glass or in frames containing glass; any quantity of paper, vellum or parchment (to the exclusion of letters); and the books, maps, papers, &c., may be either written, printed or plain, or any mixture of the three; and may be either British, Colonial or Foreign. No package must exceed 5 lbs. in weight, nor must the size exceed two feet in length, or one foot in width or depth.

Book Packets must be open at both ends or both sides, and must not contain any letter or sealed enclosure. For the sake of security they may be tied with a string; any Postmaster may cut this and examine the packet; but if nothing "extraordinary" be found therein, he must re-tie and forward it.

The rate on Book Packets between any two places in Canada, and to Newfoundland and the United States, is 1 cent per ½ oz. or fraction thereof, which must be prepaid by stamps.

PARCEL POST.

The charge on Parcels by the Parcel Post, which is limited to places within the Dominion, is 4 cents for every 4 oz. or fraction thereof, with 5 cents additional if registered. No letter must be enclosed; if any discovered, the amount paid will be forfeited, and the parcel charged at unpaid letter rates. No parcel must exceed 5 lbs. in weight, and must be prepaid by stamps.

Parcels cannot be transmitted by post to any place beyond the limits of the Dominion of Canada, nor can any parcel be forwarded to British Columbia or Manitoba via the United States, which exceeds the weight limits of 2 lbs. 3 oz.

Eye glasses and spectacles may be sent by mail when properly put up and prepaid by Parcel Post.

MISCELLANEOUS MATTER.

Miscellaneous matter, described as under, may pass between places in the Dominion of Canada upon prepayment of a rate of 1 cent per ½ oz. The limit of weight is 4 lbs.

Under this head is comprised pamphlets, occasional publications, printed circulars, hand bills, book and newspaper manuscripts, printers' proof sheets, maps, drawings, engravings, photographs, when not on glass, sheet music, printed or written, deeds, mortgage policies, &c.

This matter must be done up in covers, open at both ends or sides, or in such a manner as to be easily inspected by the Post Office authorities, and must contain no letter or other communication to serve the purpose of a letter.

TRANSIENT NEWSPAPERS.

Transient Newspapers.—That is to say, Canadian newspapers posted otherwise than from the office of publication, and American or British papers posted or re-posted in Canada—must be prepaid if less than 1 oz., 2 cents; if over 1 oz., 1 cent for every 4 oz. or fraction thereof, prepaid by postage stamp, or they cannot be forwarded—except only *British Newspapers* which have been received through the mails by Canadian booksellers or news agents, and by them distributed to regular subscribers by mail; such papers pass free as they would do if received in the Canadian Packet Mails. Transient newspapers to the United Kingdom, 2 cents per 4 oz. Must be prepaid.

PERIODICAL PUBLICATIONS.

The rate on all periodicals, other than newspapers, passing by mail in Canada, or such as may be addressed to or received from the United Kingdom, is 1 cent per ½ oz. weight of package, containing periodical matter, whether the package contains one or more numbers.

Any fraction of 1 oz. to be charged as a full rate. Transient periodical matter posted in Canada must, in all cases, be prepaid by postage stamps.

Periodicals printed and published in Canada may be posted addressed to any place in the United Kingdom by Canadian packet, on prepayment by postage stamp of 2 cents each number.

No package of periodicals can be sent through the post if it exceeds 5 lbs. in weight.

PATTERNS AND SAMPLES WITHIN THE DOMINION.

Patterns and samples of merchandise and goods for sale, not exceeding 24 oz. in weight, may be posted in Canada, to be forwarded to any place within the Dominion, on prepayment by postage stamp of a rate of 1 cent per 1 oz., under the following regulations:

If such rate be not fully prepaid by the stamps affixed, the packet to be treated with the deficient postage and a third 5 cents in addition. Packages of samples and patterns, addressed to any place in Canada, may be registered on affixing thereon a deficient letter stamp of the value of 5 cents in addition to the postage rate, and provided such packet be handed into the Post Office for registration.

Patterns or samples must be sent in cover open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, &c., which cannot be sent in open covers, may be enclosed in bags of linen or such like material, fastened in such a manner that they may be readily opened; or in bags entirely closed, provided that they be transparent, so that the officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

The packet may bear on the outside the address of the sender, in addition to the address of the person for whom it may be intended; and also a trade mark or number, and the price of the sample enclosed; inside, there must be no inclosure but the samples or patterns themselves. The particulars, however, of the trade marks, numbers, and prices, may be marked on the articles themselves, instead of on the outside of the packet, at the option of the sender.

Goods sent for sale or in execution of an order, however small the quantity may be, or any article sent by one private individual to

another, which are not actually trade patterns or samples, are not admissible.

UNITED STATES.

Patterns and samples of merchandise, posted for places in the United States, will continue to be subject to the special rate of 10 cents each, prepared by postage stamps, and must not exceed 8 oz. in weight.

UNITED KINGDOM.

Patterns and samples of merchandise, when addressed to places in the United Kingdom, must not exceed 8 oz. in weight, and must be prepaid by postage stamps at the following rates—2 cents per 2 oz. of traction thereof.

FOREIGN LETTER AND NEWSPAPER RATES.

COUNTRIES.	Letters.	Newspapers.
Africa, W. & Cent.	10	1 1/2
Australia, S. & W.	15	1 1/2
Andorra	5	2
Belgium	5	2
Brazil	10	1 1/2
Buenos Ayres	10	1 1/2
Cape of Good Hope	15	1 1/2
Ceylon	10	1 1/2
China, incl. Hong Kong	10	1 1/2
Cuba	5	2
Egypt	5	2
Finland	7	1 1/2
France	5	2
Germany	5	2
Gibraltar	5	2
Holland	5	2
India	10	1 1/2
Italy	5	2
Japan	15	1 1/2
Madagascar	5	2
Manila	10	1 1/2
Mexico	10	1 1/2
Morocco	10	1 1/2
Montevideo	27	1 1/2
New South Wales	15	1 1/2
New Zealand	15	1 1/2
Portugal	5	2
Queensland	15	1 1/2
Russia	5	2
Sandwich Islands	5	2
St. Pierre & Miquelon	5	2
Siberia, Leone	10	1 1/2
Spain	5	2
Sweden	5	2
Switzerland	5	2
Tasmania	15	1 1/2
Tunis	5	2

ALL INDIES—VIA NEW YORK AND HULLAY.

For New York & Costa Rica, Caracas, St. John, Panama, and Dutch West Indies, Letters 10 cents per 1/2 oz. & New York for Barbados, Havana, San Domingo, Letters 7 cents per 1/2 oz. & New York & Bermuda, Cuba and Jamaica, 10 cents per 1/2 oz. & New York & West Indies, except where otherwise noted, 2 cents each.

postage on letters to New York 15 cents per 1/2 oz. & letters each. Postage on letters to Hullay, 10 cents. Newspapers, 1 cent each.

SPECIAL RULES.

Register all valuable letters.

Transmit money by Money Orders.

Make complaints and inquiries in writing.

Perceive, and in post correspondents to preserve, mis-sent or delayed letters.

Send to the Postmaster an envelope of letters of information or make complaint.

In addressing letters, add the name of the *Country* in which the office addressed is located.

Place stamp in the right hand upper corner of the letter.

Put your own name and full address in or on the return if it cannot be delivered.

MONEY ORDERS IN THE UNITED KINGDOM.

The Money Order Office throughout the Dominion upon all the Money Order Offices in England, France, and the Channel Islands, may issue up to £10 sterling money orders for £10 sterling, each, as may be made the amount to be remitted. The terms are as under:

On Orders up to £2 and 10s 6d

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DOMINION OF CANADA.

on letters to New York, 15 cents per copy; Newspapers, 10 cents; Postage on Letters via Halifax, 10 cents per copy; and 4 cents each.

GENERAL RULES.

1. All valuable letters must be sent by Money Order, and must be addressed in writing to the correspondent to preserve, envelopes of letters delayed.

2. If the Postmaster receives letters about which you seek advice or make complaint, address your letter to the name of the *Country and Province* of the office through which the letter was received, and stamp in the right hand upper corner of the address side, your own name and full address in or on letter, to insure that it can be delivered.

MONEY ORDERS ON THE UNITED KINGDOM.

Money Order Office is throughout the Dominion, also draw the Money Order Office in England, Ireland, Scotland, Channel Islands, and any sum up to £100 sterling, and draw orders for £10 sterling, each may be issued to make up any sum to be required. The terms are as under:

On Orders up to £20 the rate is	25
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" " " " " " " " " " " "	0 75
" " " " " " " " " " " "	1 00

MONEY ORDERS IN CANADA.

The Money Order Office in Canada are authorized to draw orders, and to cash them, any sum up to \$500, and for a higher sum up to \$1,000, and pay to cash upon the receipt of the order.

Money Order Office in Ontario, Quebec, Nova Scotia, New Brunswick and Edward Island.

On Orders up to \$40 the rate is	2 cents
Over \$40 up to \$100	5 "
" " " " " " " " " " " "	10 "
" " " " " " " " " " " "	20 "
" " " " " " " " " " " "	30 "
" " " " " " " " " " " "	40 "
" " " " " " " " " " " "	50 "

MONEY ORDERS ON SEVERAL COUNTRIES.

Money Order Office in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, may also upon the Order Office in New York, London, and the Order Office in the United Kingdom, at payable in sterling in money, and for sums up to £20 sterling. The terms are:

On Orders up to £5 the rate is	0 25
" " " " " " " " " " " "	0 50
" " " " " " " " " " " "	0 75
" " " " " " " " " " " "	1 00

Money Order Office in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, may also upon the Order Office in New York, London, and the Order Office in the United Kingdom, at payable in sterling in money, and for sums up to £20 sterling. The terms are:

Money Order Office in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, may also upon the Order Office in New York, London, and the Order Office in the United Kingdom, at payable in sterling in money, and for sums up to £20 sterling. The terms are:

The rate of commission charged on Money Orders on the United States is:

For any sum not exceeding \$20	25 cents
Exceeding \$20 and not exceeding \$50	50 "

Money Orders issued in Canada on the United States, are returned into and payable at their value in United States money.

Money Orders issued in the United States on Canada are drawn in United States money, and converted into and payable at their value in Canadian money.

POST OFFICE SAVINGS BANK.

Post Office Savings Banks in Ontario and Quebec also at Winnipeg, Man., are open daily for the receipt and repayment of deposits, during the ordinary hours of Post Office business.

The first receipt by the Dominion is given by the Statute for all deposits made.

Any person may have a deposit account, and may deposit yearly any amount of £100, or more, or less, up to £500, or more, with the permission of the Postmaster-General.

Deposits may be made by married women, and deposits made, a child by women who shall afterwards marry, will be paid to any child when:

Deposits for children under 10 years of age may be made—

Firstly, By a parent or friend or trustee for the child, in which case the deposits may be withdrawn by the trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipt of both trustee and child.

Secondly, By the child, when named, and if a deposited, repayment will not be made until the child shall attain the age of ten years.

A deposit in any of the Savings Bank Post Office may continue by deposit of any other such office, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is the most convenient for him.

Each deposit is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or withdrawn are entered therein by the Postmaster receiving or paying the same.

Each depositor's account is kept in the Postmaster-General's Office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book a full acknowledgment from the Postmaster-General is each month paid in is sent to the depositor. If this acknowledgment is not received the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster-General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not collected with in the further receipt of the money from Ottawa.

Every depositor must call his book once a year, viz. on the anniversary of his first deposit, for comparison with the books of the Department, and for insertion of interest. The book will be returned by mail. At no other time should a depositor suffer his book to be out of his possession.

When a depositor wishes to withdraw money, he can do so by applying to the Postmaster-General, who will send him by return of mail a cheque for the amount, payable at whatever Savings Bank Office the depositor may have named in his application.

Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

THE MONEY ORDER AND SAVINGS BANK OFFICES, AND THE PROVINCE, COUNTY
AND RIDING IN WHICH LOCATED.

The Ophs marks a star Savings Bank Oph. The letters W O call on the name of a Post Office, signify "Way Out," right of the Electoral District column indicate the several Provinces of the Dominion.

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DOMINION OF CANADA.

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DOMINION OF CANA

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DOMINION OF CANADA.

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DOMINION OF CANADA

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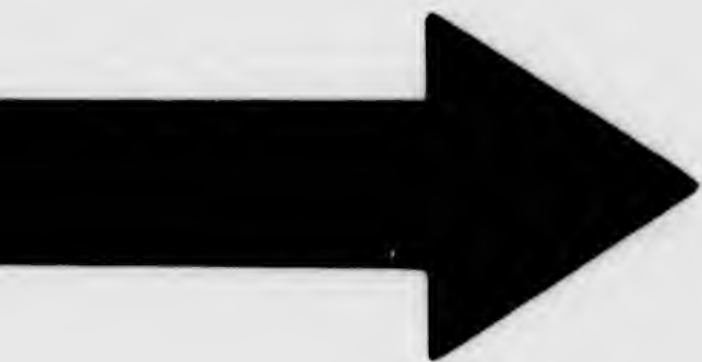
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DOMINION OF CANADA.

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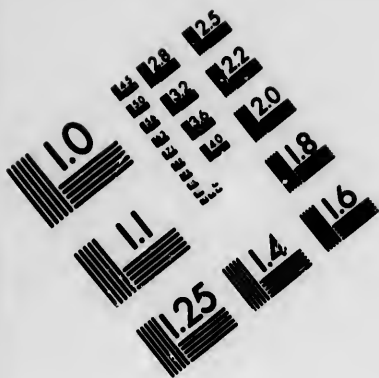
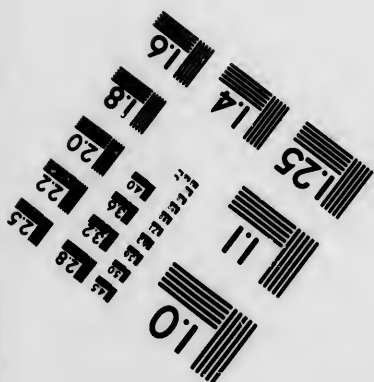
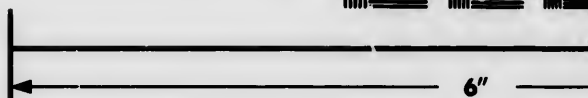
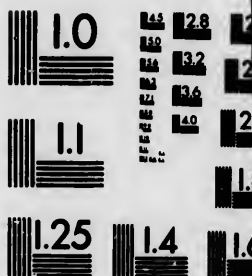


IMAGE EVALUATION TEST TARGET (M)



Photographic
Sciences
Corporation

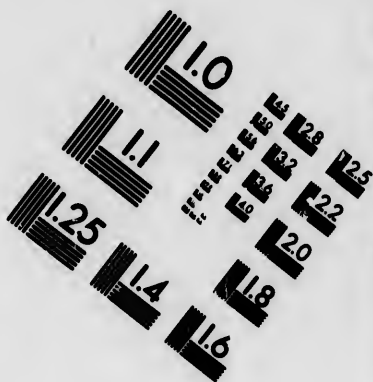
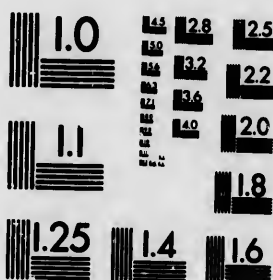
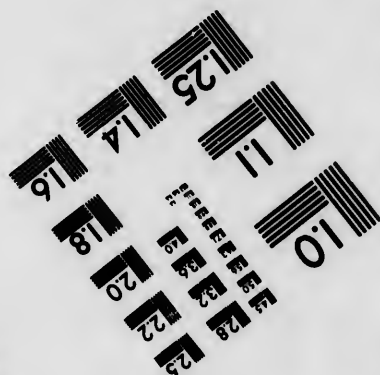


IMAGE EVALUATION TEST TARGET (MT-3)



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Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

28 12.5
22



THE BANKS OF

WITH THEIR CAPITAL, BRANCHES, FOR

ONTARIO.

BANK OF HAMILTON.

CAPITAL SUBSCRIBED, . . . \$1,000,000

HEAD OFFICE, . . . HAMILTON.

AGENCIES: . . .
 Beeton, Lastowel, Port Elgin,
 Georgetown, Milton, Wingham.

AGENTS.—New York—Messrs John J. Cisco & Son.
 London—The National Bank of Scotland.

BANK OF OTTAWA.

AUTHORIZED CAPITAL, . . . \$1,000,000

PAID UP CAPITAL, . . . 565,823

HEAD OFFICE, . . . OTTAWA.

AGENCIES: . . .
 Ottawa, Arnprior.
 FOREIGN AGENTS.—London—Alliance Bank Limited.
 New York—Harper & Goodley. Chicago—Canadian
 Bank of Commerce.

BANK OF TORONTO.

PAID UP CAPITAL, . . . \$2,000,000

RESERVE FUND, . . . 750,000

HEAD OFFICE, . . . TORONTO.

BRANCHES: . . .
 Montreal, Colborne, Barrie,
 Peterboro', Port Hope, St. Catharines,
 Collingwood.

FOREIGN AGENTS.—London—The City Bank. New
 York—The National Bank of Commerce; Messrs. Wat-
 son & Lang.

CANADIAN BANK OF COMMERCE.

HEAD OFFICE, . . . TORONTO

PAID UP CAPITAL, . . . \$6,000,000

RESERVE FUND, . . . 1,400,000

FOREIGN AGENTS.—New York—J. G. Harper and J.
 H. Goodley. Chicago—J. G. Orchard.

BRANCHES: . . .
 Barrie, Hamilton, Seaforth,
 Belleville, Colborne, Simcoe,
 Berlin, Levan, Stratford,
 Brantford, Montreal, Strathroy,
 Chatham, Norwich, Thorold,
 Collingwood, Orangeville, Toronto,
 Dundas, Ottawa, Walkerton,
 Dunnville, Paris, Windsor,
 Galt, Peterboro', Woodstock,
 Goderich, St. Catharines,
 Guelph, Sarnia.

BANKERS.—New York—The American Exchange
 National Bank. London, Eng.—The Bank of Scotland.

DOMINION BANK.

CAPITAL, . . . \$1,000,000

RESERVE FUND, . . . 310,000

HEAD OFFICE, . . . TORONTO
 Branch—Queen Street, corner of Eather.

BRANCHES: . . .
 Oshawa, Whitby, Brampton,
 Uxbridge, Bowmanville, Napanee,
 Ouelia, Cobourg, Liverpool Market.

FOREIGN AGENTS.—Montreal—The Bank of Mon-
 treal. New York—The Bank of Montreal. London,
 Eng.—The National Bank of Scotland, 37 Nicholas
 Lane.

FEDERAL BANK.

CAPITAL PAID UP, . . . \$1,000,000

RESERVE FUND, . . . 185,000

HEAD OFFICE, . . . TORONTO.

BRANCHES: . . .
 Aurora, Kingston, St. Mary's,
 Chatham, London, Strathroy,
 Guelph, Newmarket, Tilsonburg,
 Hamilton, Simcoe, Yorkville.

AGENTS.—London, Eng.—The National Bank of Scot-
 land. New York—American Exchange National Bank.
 Canada—Bank of Montreal and its Branches.

IMPERIAL BANK OF CANADA.

CAPITAL AUTHORIZED, . . . \$1,000,000

CAPITAL SUBSCRIBED, . . . 910,800

HEAD OFFICE.—Cor. Wellington St. and Exchange Alley
 (the Old Exchange Building), Toronto.

BRANCHES: . . .
 Dunnville, St. Catharines, Fergus,
 Ingersoll, St. Thomas, Woodstock,
 Port Colborne, Welland.

ONTARIO BANK.

CAPITAL, . . . \$3,000,000

HEAD OFFICE, . . . TORONTO.

BRANCHES: . . .
 Alliston, Mount Forest, Port Perry,
 Bowmanville, Oshawa, P. Arthur's Landing,
 Guelph, Ottawa, Toronto,
 Lunenburg, Peterboro', Whitby,
 Montreal, Port Hope, Winnipeg, Man.

FOREIGN AGENTS.—London, Eng.—Alliance Bank
 (Limited). New York—Messrs. Walter Watson and
 Alex. Lang. Boston—Tremont National Bank.

STANDARD BANK OF CANADA.

CAPITAL AUTHORIZED, . . . \$1,000,000

CAPITAL PAID UP, . . . 599,750

HEAD OFFICE, . . . TORONTO.

AGENCIES: . . .
 Bradford, Harrison, Newcastle,
 Cannington, Markham, Colborne,
 Picton.

FOREIGN AGENTS.—Montreal—Bank of Montreal.
 New York—Messrs. Smithers & Watson. London, Eng.—
 Imperial Bank.

QUEBEC.

BANQUE DE ST. HYACINTHE.

PAID UP CAPITAL, . . . \$237,800

HEAD OFFICE, . . . ST. HYACINTHE.

AGENTS: . . .
 St. Hyacinthe, and St. Desaire, P.Q.
 NEW YORK AGENT.—National Bank of the Republic.

BANQUE DE ST. JEAN.

PAID UP CAPITAL, . . . \$224,000

HEAD OFFICE, . . . ST. JOHN'S, QUE.

BRANCHES: . . .
 St. John's Que., and Napierville, Que.
 NEW YORK AGENTS.—Watson & Lang

BANQUE

MONTE

PAID UP CAPITAL, . . .

RESERVE FUND, . . .

Montreal and

NEW YORK AGENTS.—

BANQUE

MON

CAPITAL, . . .

FOREIGN AGENTS.—

4 Co. New York—N

Quebec Agency—La Ba

BANK OF I

AM

PAID UP CAPITAL, . . .

LONDON OFFICE, 3 Col

HEAD OFFICE IN CANA

BRANCHES AND

London, K

Brantford, O

Paris, Mon

Hamilton, Que

Toronto, St.

AGENTS IN THE U.S.

McTear and Whit

Kendall, Portland, Or

LONDON BANKERS.—

Glyn & Co.

FOREIGN AGENTS.—

Australia—Union Bank

Union Bank of Amer

Colonial Bank of New

—Chartered Mercanti

China, Agra Bank, I

Bank, Paris—Messrs

—Credit Lyonnais.

BANK O

CAPITAL SUBSCRIBED,

CAPITAL PAID UP, . . .

RESERVE FUND, . . .

HEAD OFFICE, . . .

BRANCHES AN

Albion, Ont.

Belleville, B

Brantford, B

Brookville, C

Chatham, N. B.

Colborne, C

Corpus, G

Goderich, G

Guelph, H

Hallow, N. S.

AGENTS IN GREAT B

road, 9 Birch Lane,

BANKERS IN GREAT

of England & The Lon

Union Bank of London

pool, Scotland—The

Branches

AGENTS IN THE

Walter Watson and A

Chicago—Bank of Mo

BANKERS IN THE U

Bank of New York, S

Bank, Boston—The M

—The Farmers' and

Francisco—The Bank

COLONIAL AND E

John's Isl.—The Un

ted Columbia—The B

Zealand—The Bank

Japan, Australia—O

BANKS OF CANADA,

BRANCHES, FOREIGN AGENTS, &C., &C.

BANK.
 \$1,000,000
 185,000
 TORONTO.

St. Mary's,
 Stathroy,
 Tilsenborg,
 Yorkville.

National Bank of Scot-
 land National Bank.
 its Branches.

OF CANADA.

\$1,000,000
 910,800

St. and Exchange Alley
 (ing), TORONTO.

Fergus,
 Woodstock.

BANK.

\$3,000,000
 TORONTO.

Port Perry,
 P. Arthur's Landing,
 Toronto,
 Whitby,
 Winnipeg, Man.

Eng.—Alliance Bank
 and National Bank.

OF CANADA.

\$1,000,000
 509,750

TORONTO.
 Newcastle,
 Colborne.

al—Bank of Montreal,
 Watson. London, Eng.

EC.

HYACINTHE.

\$233,500

St. HYACINTHE.

Desaire, P.Q.

Bank of the Republic.

ST. JEAN.

\$224,000

St. John's, QUE.

Napierville, Que.
 son & Lang

BANQUE D'HOCHELAGA. MONTREAL, QUE.

PAID UP CAPITAL, \$630,000
 RESERVE, 30,000

AGENTS:
 Montreal and Joliette, P. Quebec.
 New York Agents.—National Park Bank.

BANQUE DU PEUPLE, MONTREAL, QUE.

CAPITAL, \$2,600,000

FOREIGN AGENTS.—London—Glyn, Mills, Currie
 & Co. New York—National Bank of the Republic.
 Quebec Agency—La Banque Nationale.

BANK OF BRITISH NORTH AMERICA.

PAID UP CAPITAL, £1,000,000 STG.

London Office, 3 Clements Lane, Lombard St. E. C.
 HEAD OFFICE IS CANADA.—St. James St., Montreal.

BRANCHES AND AGENTS IN CANADA:

London, Kingston, Fredericton, N.B.,
 Brantford, Ottawa, Halifax, N.S.,
 Montreal, Victoria, B.C.,
 Hamilton, Quebec, Barkerville, B.C.,
 Toronto, St. John, N.B.

AGENTS IN THE UNITED STATES.—New York—D. A.
 McTeich and Wm. Lawson. San Francisco—A. Mc
 Kintley. Portland, Oregon—J. Goodfellow.

LONDON BANKERS.—The Bank of England; Messrs.
 Glyn & Co.

FOREIGN AGENTS.—Liverpool—Bank of Liverpool.
 Australia—Union Bank of Australia. New Zealand—
 Union Bank of Australia. Bank of New Zealand.
 Colonial Bank of New Zealand. India, China and Japan
 —Chartered Mercantile Bank of India, London and
 China. Agra Bank, Limited. West Indies—Colonial
 Bank. Paris—Messrs. Menard, Andre & Co. Lyons
 —Credit Lyonnais.

BANK OF MONTREAL.

CAPITAL SUBSCRIBED, \$12,000,000
 CAPITAL PAID UP, 11,099,200
 RESERVE FUND, 5,000,000

HEAD OFFICE, MONTREAL.

BRANCHES AND AGENTS IN CANADA:

Almonte, Ont., Hamilton, Picton,
 Belleville, Kingston, Port Hope,
 Brantford, Lindsay, Quebec,
 Brockville, London, Sarnia,
 Chatham, N.B. Moncton, N.B. Stratford
 Colborne, Newcastle, N.B. St. John, N.B.,
 Cornwall, Ottawa, St. Mary's,
 Guelph, Perth, Toronto,
 Guelph, Peterboro', Winnipeg,
 Halifax, N.S.

AGENTS IN GREAT BRITAIN.—London—Bank of Mont-
 real, 9 Barchin Lane, London Street.

BANKERS IN GREAT BRITAIN.—London—The Bank
 of England; The London and Westminster Bank; The
 Union Bank of London. Liverpool—The Bank of Liver-
 pool. Scotland—The British Linen Company and
 Branches.

AGENTS IN THE UNITED STATES.—New York—
 Walter Watson and Alexander Lang, 59 Wall Street.
 Chicago—Bank of Montreal, 154 Madison Street.

BANKERS IN THE UNITED STATES.—New York—The
 Bank of New York, N. B. & Co. The Merchants' National
 Bank. Boston—The Merchants' National Bank. Buffalo
 —The Farmers' and Merchants' National Bank. San
 Francisco—The Bank of British Columbia.

COLONIAL AND FOREIGN CORRESPONDENTS.—St.
 John's Nfld.—The Union Bank of Newfoundland. British
 Columbia—The Bank of British Columbia. New
 Zealand—The Bank of New Zealand. India, China,
 Japan, Australia—Oriental Bank Corporation.

BANQUE JACQUES-CARTIER. MONTREAL, QUE.

FOREIGN AGENTS.—London—Glyn, Mills, Currie
 & Co. Paris—De Rothschild Freres. New York—
 National Bank of the Republic.

BANQUE NATIONALE.

HEAD OFFICE, QUEBEC.

CAPITAL AUTHORIZED, \$2,000,000
 CAPITAL SUBSCRIBED, 2,000,000
 CAPITAL PAID UP, 2,000,000

BRANCHES:
 Montreal, Ottawa, Sherbrooke.

FOREIGN AGENTS.—New York—National Bank of
 the Republic. England—National Bank of Scotland.

EASTERN TOWNSHIP'S BANK.

AUTHORIZED CAPITAL, \$1,300,000
 CAPITAL PAID UP, 1,31,563
 RESERVE FUND, 200,000

HEAD OFFICE, SHREBROOKE, QUE.

BRANCHES:
 Waterloo, Q. Stanstead,
 Guelph, Q. Richmond, Q. Granby.

AGENTS.—Montreal—Bank of Montreal. London,
 England—London and County Bank. Boston—National
 Exchange Bank.

EXCHANGE BANK OF CANADA.

PAID UP CAPITAL, \$1,000,000

HEAD OFFICE, MONTREAL.

BRANCHES:
 Hamilton, Ont. Parkhill, Ont.,
 Bedford, Que. Aylmer, Ont.

FOREIGN AGENTS.—London—The Alliance Bank,
 (Limited). Chicago—Union National Bank. New
 York—National Bank of Commerce.

MOLSON'S BANK.

CAPITAL SUBSCRIBED, \$2,000,000
 PAID UP, 1,918,861.88
 RES., 100,000

HEAD OFFICE, MONTREAL.

BRANCHES:
 Montreal, Brockville, Clinton,
 Exeter, London,
 Windsor, Millbrook, Montreal,
 Owen Sound, Redwood, Smith's Falls,
 Sorel, St. Thomas, Ont. Toronto.

AGENTS IN CANADA.—Quebec—Quebec Bank and
 Eastern Townships Bank. Ontario—Bank of Mont-
 real and Ontario Bank and their Branches. New
 Brunswick—Bank of New Brunswick. Nova Scotia—
 Halifax Banking Company and its Branches. Prince
 Edward Island—Union Bank of P.E.I. Charlottetown
 and Summerside. Newfoundland—Commercial Bank
 of Newfoundland. St. John's.

AGENTS IN GREAT BRITAIN.—London—Alliance
 Bank (Limited). Messrs. Glyn, Mills, Currie & Co.
 Messrs. M. ton, Rose & Co.

AGENTS IN THE UNITED STATES.—New York—Mechan-
 ics' National Bank; Messrs. C. F. Smithers & W.
 Watson. Messrs. Morton, Bliss & Co. Boston—Mer-
 chants' National Bank; Messrs. Kuyler, Trubaly &
 Co. Portland—Union National Bank. Chicago—
 First National Bank. Cleveland—Commercial Na-
 tional Bank. Detroit—Mechanics' Bank. Buffalo
 Farmers' and Merchants' National Bank. Milwaukee
 —Wisconsin Marine & Fire Ins. Co. Rock. Toledo—
 Second National Bank.

MERCHANTS' BANK OF CANADA.

CAPITAL, \$5,500,000
RESERVE FUND, 475,000
HEAD OFFICE, MONTREAL.

BRANCHES.
Belleville, Berlin, Brampton,
Chatham, Coll., Galtimore,
Hamilton, Ingersoll, Kincaidine,
Kingston, London, Montreal,
Napanee, Ottawa, Owen Sound,
Perth, Prescott, Quebec,
Rensselaer, Stratford, St. John's, Q.,
St. Thomas, Ont., Toronto, Walkerton,
Windsor, Ont., Winnipeg, Man. Windsor, Ont.

BANKERS IN GREAT BRITAIN—The Clydesdale Banking Company, 30 Lombard Street, London, Glasgow, and elsewhere.
AGENCY IN NEW YORK—Is. Exchange Place, Henry Hague and John R. Harris, Jr.
BANKERS IN NEW YORK—The Bank of New York, N.Y.A.

QUEBEC BANK.

CAPITAL, \$3,000,000
HEAD OFFICE, QUEBEC.

BRANCHES AND AGENCIES IN CANADA
OTTAWA, Ont. Toronto, Ont. Penabook, Ont.
Montreal, Que. St. Catharines, Ont. Three Rivers, Q.
Shedden, Ont.

AGENTS IN NEW YORK—Messrs. Matland, Phelps & Co.
AGENTS IN LONDON—The Union Bank of London.

STADACONA BANK, QUEBEC.

CAPITAL, \$1,000,000
PAID UP, 500,800

AGENTS IN NEW YORK—Messrs. Matland, Phelps & Co.
AGENTS IN LONDON—The Union Bank of London.

UNION BANK OF LOWER CANADA.

CAPITAL, \$2,000,000
HEAD OFFICE, QUEBEC.

BRANCHES.
St. John's, N. B., Montreal,
Quebec, Three Rivers.

AGENTS IN LONDON—The London and County Bank, New York, National Park Bank.

BRITISH COLUMBIA.

BANK OF BRITISH COLUMBIA.

CAPITAL, \$2,500,000
PAID UP, 1,000,000

BRANCHES.
Vancouver, B.C.
London, Ont., St. John's, N. B.,
Quebec, St. Catharines, Ont., Penabook, Ont.,
St. John's, N. B., New Westminster, B.C.
AGENTS IN CANADA and the United States—The Bank of British Columbia.

NEW BRUNSWICK.

BANK OF NEW BRUNSWICK,
ST. JOHN, N. B.

PAID UP CAPITAL, \$1,400,000
RESERVE, 470,000

LONDON AGENTS—Williams, Deacon & Co.
NEW YORK AGENTS—Mechanics' National Bank,
BOSTON AGENTS—Eliot National Bank.

MARITIME BANK OF THE DOMINION OF CANADA,
ST. JOHN, N. B.

PAID UP CAPITAL, \$1,000,000

LONDON AGENTS—Imperial Bank (Limited),
NEW YORK AGENTS—J. J. Cisco & Son.

PEOPLES BANK OF NEW BRUNSWICK,
FREDERICTON, N. B.

BOSTON AGENTS—Eliot National Bank.

ST. STEPHEN'S BANK,
ST. STEPHEN, N. B.

PAID UP CAPITAL, \$200,000
RESERVE, 50,000

LONDON AGENTS—Glyn, Mills, Currie & Co.
NEW YORK AGENTS—Bank of New York,
BOSTON AGENTS—Globe National Bank.

NOVA SCOTIA.

BANK OF NOVA SCOTIA.

CAPITAL PAID UP, \$750,000
RESERVE FUND, 250,000

HEAD OFFICE, HALIFAX, N. S.

BRANCHES.
Amherst, Digby, North Sydney,
Annapolis, Kentville, Lunenburg, N. S.,
Bridgetown, New Glasgow, Yarmouth,
St. John, N. B., Boston.

LONDON AGENTS—London, Williams, Deacon & Co.
NEW YORK AGENTS—Bank of New York, Boston, Merchants' National Bank.

BANK OF YARMOUTH.

YARMOUTH, N. S.

PAID UP CAPITAL, \$82,500
RESERVE, 100,422

AGENTS IN LONDON—The Bank of Montreal,
The Bank of British North America,
Montreal—The Bank of Montreal,
New York—The National Citizens Bank,
Boston—The Eliot National Bank,
London—The Union Bank of London.

COMMERCE.

LONDON AGENTS—The Bank of Montreal,
NEW YORK AGENTS—The Bank of New York.

EXCHANGE.

PAID UP CAPITAL, \$1,000,000
RESERVE, 470,000

FOREIGN AGENTS—The Bank of Montreal,
Boston—Boyle & Co.

HALIFAX.

PAID UP CAPITAL, \$1,000,000
RESERVE, 470,000

NEW YORK AGENTS—The Bank of New York,
BOSTON AGENTS—The Bank of Montreal.

MERCHANTS.

CAPITAL PAID UP, \$1,000,000
RESERVE, 470,000

HEAD OFFICE, QUEBEC.

AGENTS IN LONDON—The Bank of Montreal,
NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

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NEW YORK AGENTS—The Bank of New York.

AGENTS IN LONDON—The Bank of Montreal,
NEW YORK AGENTS—The Bank of New York.

DOMINION OF CANADA.

BRUNSWICK.

NEW BRUNSWICK,
JOHN, N. B.

\$1,000,000
470,000

Williams, Deacon & Co.
Mechanics' National Bank,
of National Bank.

BANK OF THE DO- OF CANADA.

JOHN, N. B.
\$1,000,000

Imperial Bank (Limited),
J. J. O'Brien & Son.

BANK OF NEW BRUNSWICK.

EDMONTON, N. B.
of National Bank.

CHILDS BANK,

EDMONTON, N. B.
\$200,000
50,000

Chilts, Mills, Currie & Co.
Bank of New York,
be National Bank.

SCOTIA.

NOVA SCOTIA.

\$1,000,000
250,000
Halifax, N. S.

AGENTS:
North Sydney,
Halifax, N. S.,
Yarmouth,
etc.

Williams, Deacon & Co.
New York, Boston, Merchants

YARMOUTH.

JOHN, N. S.
\$825,000
100,422

AGENTS: All
Bank of Halifax
of Montreal,
of British North America,
of Montreal,
London & Paris Bank,
National Bank
Bank of London.

COMMERCIAL BANK OF WINDSOR, WINDSOR, N. S.

LONDON AGENTS—Union Bank of London,
NEW YORK AGENTS—Bank of New York.

EXCHANGE BANK OF YARMOUTH, YARMOUTH, N. S.

PAID UP CAPITAL, \$342,505
SURPLUS, 33,000

FOREIGN AGENTS—New York—McTavish & Lawson,
Boston—Boylston National Bank.

HALIFAX BANKING CO., HALIFAX, N. S.

PAID UP CAPITAL, \$500,000

NEW YORK AGENTS—Bank of New York,
Boston AGENTS—Sutcliffe National Bank.

MERCHANTS' BANK OF HALIFAX.

CAPITAL PAID UP, \$500,000
RESERVE, 150,000

HEAD OFFICE, HALIFAX, N. S.

AGENTS:

Antigonish, Br. Lewis, Pictou,
Sydney, C. B. Maritime Bank Co., Truro,
Weymouth, Charlottetown, P. E. I., Summerside

FOREIGN AGENTS—London—Imperial Bank, New
York—Bank of New York, Boston—National Har-
bor and Leather Bank.

PEOPLES BANK OF HALIFAX.

CAPITAL AUTHORIZED, \$500,000
CAPITAL PAID UP, 600,000

HEAD OFFICE, HALIFAX

BRANCHES:

Halifax and Weymouth, N. S.

AGENTS IN: London—The Union Bank of London,
" New York—The Bank of New York,
" Boston—Williams & Hall,
" ONE AND ONE—The Ontario Bank.

PICOU BANK, PICOU, N. S.

SUBSCRIBED CAPITAL, \$500,000

AGENTS: Halifax—Union Bank of Halifax, Mon-
real—Bank of Montreal, New York—Bell & Smithers
London, England—Imperial Bank (Limited).

UNION BANK OF HALIFAX.

PAID UP CAPITAL, \$1,000,000

HEAD OFFICE, HALIFAX.

AGENTS:

Halifax and Annapolis, N. S.

NEW YORK AGENTS—National Bank of Commerce
Boston AGENTS—Merchants' National Bank.

PR. EDWARD ISLAND.

BANK OF PRINCE EDWARD ISLAND,

CHARLOTTETOWN, P. E. I.

PAID UP CAPITAL, \$120,000
SURPLUS, 47,000

NEW YORK AGENTS—National Park Bank,
Boston AGENTS—National Exchange Bank.

MERCHANTS' BANK OF PRINCE EDWARD ISLAND

HEAD OFFICE, CHARLOTTETOWN, P. E. I.

AGENCY AT GEORGETOWN

FOREIGN AGENTS—London—The City Bank, New
York—The Bank of New York, N. Y. A. Boston—The
Boston National Bank, Montreal, St. John, and Hal-
ifax—The Bank of Montreal.

SUMMERSIDE BANK, SUMMERSIDE, P. E. I.

PAID UP CAPITAL, \$100,000
SURPLUS, 15,000

Boston AGENTS—Blackstone National Bank.

UNION BANK OF PRINCE ED- WARD ISLAND

HEAD OFFICE, CHARLOTTETOWN,
BRANCHES, SUMMERSIDE AND MONTAGU.

FOREIGN AGENTS—Montreal—Bank of Montreal,
New York—National Park Bank, Boston—Merchants'
National Bank, London, Eng.—Union Bank of Lon-
don.

NEWFOUNDLAND.

COMMERCIAL BANK OF NEW- FOUNDLAND

ST. JOHN'S, NEWFOUNDLAND

PAID UP CAPITAL, \$200,000
SURPLUS, 100,000

NEW YORK AGENTS—National Park Bank.

UNION BANK OF NEWFOUND- LAND.

ST. JOHN'S, NEWFOUNDLAND

PAID UP CAPITAL, \$1,000,000
SURPLUS, 300,000

NEW YORK AGENTS—National Park of Commerce

THE CANADIAN TARIFF

SHOWING THE DUTIES PAYABLE ON ALL GOODS IMPORTED

Acid, Sulphuric, in bulk	3 cents per lb.
Acid, Acetic	12 cents per 1 lb.
Acid, Muratic and Nitric	20 per ct.
Acid, Oxalic	Free
But Carboys and Demijohns containing acids, vinegar or other liquids, shall be subject to the same duty as if empty.	
Advertising Pamphlets, Almanacs, Catalogues and Fashion Pamphlets	\$1.00 per 100.
Advertising Pictures or Pictorial Show Cards or Balls	30 per ct.
Agars, of Dry Stuff	Free
Agates, manufactured	Free
Agricultural Implements, not otherwise provided for	25 per cent.
Agricultural Implements, parts of, not otherwise specified, to be treated as wholes, excepting mould-boards, land rolls, and shares of st. 1, for ploughs, cut to shape, not mould-boarded, but as they come from the rollers and shares	Free
Note: In all cases where manufacturers' articles are imported in parts, or what is technically called "in a knocked-down state," they must be valued for duty as if mounted. The cost of putting them together and supplying deficient parts is to be added.	
Alc. Port and Port, in bottles (6 quarts and 12 pints)	18 cents per 1 lb.
Alc. Port and Port, in casks, or otherwise than in bottles	10 cents per 1 lb.
Alc. Port and Port, in packages containing bottled alc. and port, are considered 1 package for exportation only, and therefore free of duty.	
Alkanet Root	Free.
Alors	Free.
Alum and Alumina Cake	Free.
Alumina	Free.
Ambergris	Free.
Ammonia, Sulphate of	Free.
Ambers	Free.
Animals, Living, of all kinds, not elsewhere specified	20 per ct.
Animals, viz.: Horses, Cattle, Sheep and Swine, for improvement of stock under regulations to be made by the Treasury Board, and approved by the Government Council	Free.
Animals brought into Canada temporarily, and for a period not exceeding three months, for the purpose of exhibition or competition for prizes offered by any agricultural or other association. But a bull shall be first given in accordance with regulations to be prescribed by the Minister of Customs, with the condition that the full duty to which such animals would otherwise be liable shall be paid in case of their sale in Canada, or if not re-exported within the time specified in such bond.	
Antine, liquid or solid and seed	Free.
Aniline Dyes	Free.
Aniline Oil, Cude	Free.
Aniline Salts and Arsenate of	Free.
Antimony, Nickel	Free.
Antimony	Free.
Anvils	30 per ct.
Apples, dried	2 cents per lb.
Apples, green	40 cents per bush.
Apparel, Weaving, and other personal and household effects not manufactured in British subjects dying abroad, but domiciled in Canada	Free.
Argols, dust and crude	Free.
Arms, Clothing, Musical Instruments for Bands, Military Stores and Munitions of War, for the use of the Army, Navy and Canadian Militia	Free.
Arrow Root	20 per ct.
Arsenic	Free.
Arsenate of Amine	Free.
Articles for use of Government-General, Foreign Consuls-General, Dominion Government, or any of the Departments thereof, or Senate, or House of Commons	Free.
Artificial Flowers and Feathers	25 per ct.
Asphaltum Mineral	10 per ct.
Ashes, Pot, Pearl or Soda	Free.
Awnings and Tents	25 per ct.
Atlas	6 cents per lb.
Axes of all kinds	30 per ct.
Balot Metal	10 per ct.
Bag-table Tables or Boards, with cues and balls	35 per ct.
Bacon, Fresh, Salted, Dried or Smoked	2 cents per lb.
Bags, Cotton, Seamless	2 cents per lb. and 15 per ct.
Bags, Paper of all kinds	25 per ct.
Bags, " (if printed)	30 per ct.
Bamboo, unmanufactured	Free.
Bamboo Reeds, not further manufactured than cut into suitable lengths for Walking Sticks or Canes, or for shafts for Umbrellas, Parasols or Sunshades	Free.
Barilla	Free.
Barley	15 cts. per bush.
Barrels of Canadian manufacture exported filled with Domestic Petroleum and returned empty, under such regulations as the Minister of Customs shall direct.	
Barley, unmanufactured	Free.
Bay Rum	\$1.00 per gal. and 30 per ct.
Beans	15 cts. per bush.
Beer, Ale and Porter, imported in bottles (6 quarts and 12 pints to 1 G.)	18 cts. per 1 G.
Beer, Ale and Porter, imported in casks, or otherwise than in bottles	10 cts. per 1 G.
Birds, Iron	25 per ct.
Birds, Wood	25 per ct.
Birds, not elsewhere specified	25 per ct.
Bills, for Builders' Hardware	30 per ct.
Bismuth, for dyeing or used for composing dyes	25 per ct.
Bismuth, Leather	25 per ct.
Bibles, Prayer Books, Psalm Books and Hymn Books	5 per ct.
Bill Heads, printed, lithographed, or copper or steel plates	30 per ct.
Billiard Tables, without pockets, 4 feet 6 in. x 9 feet or under	\$22.50 each, and 15 per ct.
Billiard Tables, without pockets, over 4 feet 6 in. x 9 feet or under	\$25.00 each, and 15 per ct.
Billiard Tables, with pockets, 5 feet 6 in. x 11 feet or under	\$35.00 each, and 15 per ct.
Billiard Tables, with pockets, all over 5 feet 6 in. x 11 feet	\$40.00 each, and 15 per ct.
Each table to include 12 cues and one set of 1 balls, with markers, cloth and cases, but not pool balls.	
Bird Cages of all kinds	30 per ct.
Bismuth, Dry	15 per ct.
Bismuth, Metallic	Free.
Bitters (See "Spirits")	81.90
Blacking, Shoe, and Shoe Polish and Shoemakers' Ink	25 per ct.
Blacking, all other	30 per ct.
Blankets, composed wholly or part of Wool, Worsted, Hair of Alpaca goat or other 1 live animals 75 cts. per lb.	
Blank Books, viz.: Account Books, Copy Books or Books to be drawn or written upon	20 per ct.
Boilers and Engines and parts of, not elsewhere specified	25 per ct.
Boiler Drawn Tubing, wrought iron, plain, not completed, threaded or otherwise manufactured	15 per ct.
Boiler Drawn Tubing, wrought, coupled or threaded	20 per ct.
Boiler Plate and Tank Iron	12 1/2 per ct.
Bolls, Washers and Rivets, Iron	30 per ct.
Bolting Cloth	Free.
Bone Dust and Bone Ash for manufacture of Phosphates and Fertilizers	Free.
Bone, crude and not manufactured, boned, valued, ground or steamed	Free.
Bonnets, Hats and Caps, not elsewhere specified, including Knitted Scotch Caps	25 per ct.
Books, Printed Periodicals and Pamphlets, not elsewhere specified, not being foreign reprints of British copyright works, nor blank Account Books, nor Copy Books, nor books to be written or drawn upon, nor Bibles, Prayer Books, Psalm and Hymn Books	15 per ct.
Bookbinders' Tools and Implements and Bookbinders' Cloth, including Binding Machines and Binding Pens	15 per ct.
Books and Shoes, Rubber, Leather and Felt	25 per ct.
Borax	Free.
Botany, specimens of	Free.
Bottles, Glass, of every description, not pressed	20 per ct.
Bottles, pressed or moulded	20 per ct.
Bottles or Squanders, of all kinds	25 per ct.
Brails, Tacks and Springs	20 per ct.
Brandy (See "Spirits")	81.40
Brass Wire and Rods cut in lengths	30 per ct.
Brass, old or scrap, in Bars, Rods or Sheets, in Wire, round or flat, Seamless, Drawn Tubing, and Plain and Emery Drawn Tubing	10 per ct.
Brass Sheet cut in strips or subdivisions	30 per ct.
Brass and Copper Wire	10 per ct.
Brass and Copper Wire Cloth	20 per ct.
Brass Screws	30 per ct.
Brass, Agrille Pins for Frames, to be treated as part of frames	25 per ct.
Brass, manufactures of, not elsewhere specified	30 per ct.
Brimstone, Crude or rolled in flour	Free.
Brim Moulds for Gold Beaters	Free.
Bristles	Free.
British Copyright Works, reprints of, 15 per cent, and there to 12 per ct. for copyright holder.	
Brieks, for building purposes	20 per ct.
Bridges, Iron	25 per ct.
Bromine	Free.
Brooms	25 per ct.
Broom Corn	20 per ct.
Bronze, Phosphor, in blocks, bars, sheets or wire	25 per ct.
Brushes	25 per ct.
Buckheat	10 per ct.
Buckwheat, Meal or Flour	10 per ct.
Buttons and Button Moulds of all kinds	25 per ct.
Butter	4 per ct.
Buho Leaves	Free.
Gold or Silver	Free.
Bullion Fringe	20 per ct.
Bullion Fringe, Silk	30 per ct.
Barstons, in blocks, rough or unmanufactured, and not bound up into millstones	Free.
Burgundy Pitch	Free.
Cable, submarine, unenumerated	20 per ct.
Caldons of Coins, Medals, and other engravings of antiquity	Free.

TABLE ON ALL GOODS IMPORTED INTO THE DOMINION.

Candle, unmanufactured	Free.
Candles (British-made)	1 cent per lb. and 35 per ct.
Candle-Muslin. Collectors of Customs are cautioned against an article called "Candle-Muslin," which is found to be white shirting, and should pay 1 cent per yard and 15 per cent.	15 per cent.
Candles, Tallow	2 cents per lb.
Candles, all others, including Spermaceti	5 cent per lb.
Cans or packages made of tin or other material, containing fish of any kind admitted free of duty under any existing law or treaty, and not exceeding one pint in contents, and a half on each can or package; but when exceeding one pint, an additional duty of one cent and a half for each additional quart or fractional part the root.	25 per ct.
Cans for manufacture of iron or steel, not less than 15 in. in diameter, and not pressed or rolled.	Free.
Cans, of cast iron, of 10, 12, 14, or 15 in. in diameter, used for boats or ships sails	50 per ct.
Cans, all other not elsewhere specified	50 per ct.
Cans, 10, 12, 14, or 15 in. in diameter, and all others	10 cents per lb. and 25 per ct.
Caps, Hats and Bonnets, fur and straw, and all others	25 per ct.
Caps, Fur	30 per ct.
Cars, Railway	30 per ct.
Cars, Railway and Street, the seats fixtures, etc., of cast iron, to be sold as such	25 per ct.
Chairs, Dining, Window-frames, and similar articles for, to be classed as carriage work is hardware	30 per ct.
Chairs, (steel), as carriage-springs, to pay the same duty as carriage makers' hardware	30 per ct.
Carbide or heavy oil, used in making wooden black pigments, for the purpose of burning in oil and railway ties, pitch, not coal tar, weighing 12 to 13 lbs. the barrel	10 per ct.
Carboys, empty or not	30 per ct.
Card Clothing machine	25 per ct.
Cards, Playing, Valentines, Christmas and New Year's, Chromo or Embossed, and all other not being business or advertising cards	25 per ct.
Cards, Printed, Lithographed, or Copper or Steel Plate	30 per ct.
Carpet Bags, Trunks, Valises and Satchels	25 per ct.
Carpets, made of wool, three-ply or two-ply, composed wholly or in part of wool, 10 cents per sq. yard and 20 per ct.	20 per ct.
Carpets, Dutch	20 per ct.
Carpets, Jute and Hemp	24 per ct.
Carpets, two-ply and three-ply of wool, of which the warp is composed wholly of cotton or other material, and the weft is composed wholly of flax, cotton or other like material	20 per ct.
Carriage, in copper or paper	25 per ct.
Carriage Wheels and Axles	25 per ct.
Carriages	30 per ct.
Carriage Springs (steel)	30 per ct.
Cars, Railway	30 per ct.
Carriage Tops, Frames, Bodies and Wheels	30 per ct.
Carrages of travellers, and carriages laden with merchandise, and not to include circus troupes of artists, under regulations to be prescribed by Minister of Customs	Free.
Cassimere, Broad or Lap Wools	20 per ct.
Cashmere, Mufflers	20 per ct.
Caskets, Bural, of any material	35 per ct.
Casts, as models for use of schools of design	Free.
Catchpots, Nickel	Free.
Catchpots or traps for catching musical instruments	Free.
Catgut or Whipped, unmanufactured	Free.
Cement, raw or in stone form (35 cubic feet to ton)	84 per ton.
Cement burnt and underground	74 cts. per 100 lb.
Cement, Hydraulic or Waterlime, ground, including barrels	40 cts. per 100 lb.
Cement, Portland or Roman	40 cts. per bush.
Chalk, Chalk-stone, unmanufactured	Free.
Champagne, and all other sparkling wines, in bottles, containing each not more than a quart, and more than a pint	\$5 per doz. bottles.
Champagne, containing not more than a pint each, and not more than 4 pints	\$1.50 per doz. bottles.
Champagne, containing 4 pints each or less	75c. per doz. bottles.
Champagne, bottles containing more than one quart each shall pay in addition to \$3.00 per dozen bottles at the rate of \$4.00 per l. G., on the quantity in excess of one quart, the same rate and pints in each case to be old wine measure	\$1.50 per l. G.
And in addition to above specific duty	30 per ct.
All Liquors imported under the name of wine, and containing more than 10 per cent. of spirits of proof of 84 cts. Specific duty shall be rated for duty as unmanufactured spirits.	
Chamomile Flowers	Free.
Charts and Maps (Atlasses 6 cents per Bk.)	20 per ct.
Chain cables, over 1 inch in diameter, whether shackled or shackled for	5 per ct.
Chain cables, all other not cable, including chain 1 1/2 inch of an inch	20 per ct.
Chairs	30 per ct.

[illegible]

DOMINION OF CANADA.

[illegible][illegible]

Glass, not Figured, Painted, Enamelled or Engraved.	50 per ct.
Glass, all others, and manufactures of, not elsewhere specified.	50 per ct.
Glass Bottles.	30 per ct.
Glass Balls.	30 per ct.
Glass Paper, Sand, Emery Paper and Cloth.	30 per ct.
Gum, or Gum Caps.	25 per ct.
Gum, for Laminates and Lambs.	30 per ct.
Gum and Mixture of any material.	25 per ct.
Gum Syrup.	30 per lb.
Gum and Grape Sugar, to be cleaned and rated for duty, as sugar according to grade by Dutch standard in color.	30 per lb.
Gold and Silver Leaf.	55 per ct.
Gold Beaters' Moulds and Skins.	Free.
Granite, all manufactures of, not elsewhere specified.	30 per ct.
Granite Ware or Iron-stone Ware (not iron).	30 per ct.
Gravel.	Free.
Grease and Grease Scrap, for manufacture of Soap.	Free.
Grindstones.	\$1.00 per lb.
Guanine, and other animal and vegetable manure (not phosphates).	Free.
Gum, Arab, Arabic, Australian, British, Copal, Dammar, Mastice, Sandarac, Shellac and Tragacanth.	Free.
Gum, (chewing, sweetened or flavored, in. per lb. and 55 per lb.)	30 per ct.
Gum, Chewing, not sweetened.	30 per ct.
Gunpowder, gun, rifle and sporting, in kegs, 4 kegs, 4 kegs, and similar packages.	5 cts. per lb.
Gunpowder, cannon and musket, in kegs and barrels.	4 cts. per lb.
Gunpowder, canister, in pound and 5 pound tins.	15 cts. per lb.
Gunpowder, blasting and mining.	5 cts. per lb.
Out and Worn Out, manufactured and unmanufactured, for whip and other cord.	Free.
Quartz Veins, manufactures of.	25 per ct.
Quartz Veins, crude.	Free.
Gypsum, ground.	30 per ct.
Gypsum, crude (Sulphate of Lime).	Free.
Hair, curled.	30 per ct.
Hair, Angola, Buffalo, Bison, Camel's, Goat, Hog, Horse and Human, cleaned or uncleaned, but not curled or otherwise manufactured, also Cow, Calf, and Deer Hair.	Free.
Hair Oils, Pomatums and Pastes, and all other perfumed preparations used for the hair, mouth or skin.	30 per ct.
Hemp, fresh, salted, dried or smoked.	5 cts. per lb.
Ham, fresh, salted, dried or smoked.	30 per ct.
Hardware, builders', cabinet makers', upholsterers', carriage makers', saddlers' and undertakers'.	30 per ct.
Hats, Caps and Bonnets, not elsewhere specified.	25 per ct.
Hatters' Trims, of silk or cotton.	10 per ct.
Hatters' Fur, not on the skin.	Free.
Hemlock Bark.	Free.
Hemp, andressed.	Free.
Hemp, Indian (crude drug).	Free.
Hides, raw, whether dry, salted or pickled.	Free.
Horn, Steel.	30 per ct.
Hollow-ware, glazed, or enamelled, of cast or wrought-iron.	25 per ct.
Honey, in the comb or otherwise.	5 cents per lb.
Hoofs.	Free.
Hops.	5 cents per lb.
Horn Skins, used in making Corsets.	Free.
Horse Shoes.	30 per ct.
Horse-shoe Nails.	30 per ct.
Hosiery, cotton of all kinds, not elsewhere specified.	30 per ct.
Hosiery, wool of all kinds, not elsewhere specified.	75 cents per lb.
Hubs, Spokes and Felloes, rough or sawn only.	15 per ct.
Hubs, Spokes and Felloes, when finished.	25 per ct.
Hymn Books.	5 per ct.
Hyocymams or Hebanas Leaf.	Free.
Ice.	75 cents per bush.
India Rubber, Boots and Shoes and manufactures of, including Vulcanite and Elastic Web.	25 per ct.
India Rubber, unmanufactured.	Free.
Indigo.	Free.
Ink, for writing.	30 per ct.
Ink, for printing.	30 per ct.
Insulators, Telegraph and Lightning-rod.	30 per ct.
Iron, old and scrap.	\$2.00 per ton.
Iron, Pig.	\$2.00 per ton.
Iron, in Slabs, Blooms, Lumps or puddled or not, and muck and puddled Bars and Billets.	10 per ct.
Iron, in bars, rolled or hammered, including flat, rounds and squares, nail and spike rods, and all other iron not elsewhere specified.	17 1/2 per ct.
Iron, Band and Hoop, Sheet, smoothed or polished, coated or galvanized, and common or black, 17 gauge or thinner, and Boiler Plate, Tank Iron and Canada Plates.	17 1/2 per cent.
And the above over 17 gauge.	17 1/2 per ct.
Iron Chain, "half-inch chain," so called, in ordinarily made a little over 1/2 inch, or about 17-33 of an inch, but should be classed as half inch, and pay 20 per ct.	20 per ct.
Iron, Nails and Spikes, wrought or pressed, including railroad spikes.	30 per lb. and 10 per ct.
Iron, Rolled Beams, Channel, Angle and T Iron.	15 per ct.
Iron, Shovel, Corrugated and Unsmoothed.	17 1/2 per ct.
Iron, Mill and Mill Cranks, and Wrought Forging Mills and Locomotives, or parts thereof, weighing 35 lbs. or more.	20 per ct.
Iron Masts, for ships or parts of.	Free.
Iron, rolled round wire rods in coils under 1/2 inch diameter.	10 per ct.
Iron and Steel Wire, tinned or coppered, galvanized or not.	15 per ct.
Iron, for bridges and structural work.	25 per ct.
Iron, malleable, castings.	25 per ct.
Iron, Store and other castings, not elsewhere specified.	25 per ct.
Iron Tin Plates—Sheet Iron tinned, commonly called tin plates, and whole sheets of any size, not specially shaped or cut from sheets as originally manufactured.	10 per ct.
Iron Nuts and Bolts, Square, classed as bolts.	30 per ct.
Iron Wire Nails, called "Perrin de Paris."	30 per ct.
Iron Furniture, including bedsteads, and ornamental iron work and wire work.	25 per ct.
Iron, Wrought, Tubing, plain, not threaded, coupled or otherwise manufactured.	15 per ct.
Iron, Wrought, Tubing threaded or coupled.	20 per ct.
Iron, and manufactures of, not elsewhere specified.	20 per ct.

Isle or Tampico Fibre.	Free.
Ivory or Ivory Nuts, unmanufactured.	Free.
Ivory, carved, sealed, button, stick and all.	Free.
Jalap Root.	Free.
Japanned and Tinware, not elsewhere specified.	30 per ct.
"Jackets."	5 cts. per sq. yd. and 15 per ct.
Jelly, and manufactures of food and dairy.	30 per ct.
Jute, manufactures of.	30 per ct.
Jute, Jute and Hemp Carpets.	30 per ct.
Jute, unmanufactured.	30 per ct.
Jute, Betts.	Free.
Kelp.	Free.
Kerosene and Coal Oil, distilled, purified or refined, not elsewhere specified.	7 1/2 cts.
Kerosene and Coal Oil Pictorial, or parts thereof.	30 per ct.
Knitting Machines.	30 per ct.
Knife Blades or Knife Blanks in the rough, unhandled, for the use of Electric-platers.	10 per ct.
Kulver for Mowers and Reapers and Cutter Bars.	30 per ct.
Kryolite.	Free.
Labels of every description, printed, lithographed or copper or steel plate.	30 per ct.
Lacquer, crude, seed, button, stick and all.	30 per ct.
Lamps, Glass.	30 per ct.
Lamp Shades, Glass.	30 per ct.
Lari, tried and rendered.	5 cts.
Lari, untied.	15 cts.
Lard Oil.	30 per ct.
Lard, unmanufactured.	30 per ct.
Lead, old and scrap in pigs, bars, blocks and sheets.	10 per ct.
Lead, white and red, dry; also dry white slus.	5 per ct.
Lead, Pipe and Shot.	30 per ct.
Lead, all manufactures of, not elsewhere specified.	25 per ct.
Leather, sole, tanned but rough and un-dressed.	10 per ct.
Leather, Morocco Skins, tanned but rough or un-dressed.	10 per ct.
Leather, sole and belting leather, tanned but not waxed.	10 per ct.
Leather, sole and belting leather, dressed and waxed.	20 per ct.
Leather, upper and French kid, tanned but rough.	15 per ct.
Leather, all upper and French kid, dressed and waxed.	20 per ct.
Leather, Japanese, patent or enamelled.	30 per ct.
Leather, all other, and skins tanned, not elsewhere specified.	30 per ct.
Leather, belting.	30 per ct.
Leather, belting and shoes, including boots and shoes.	25 per ct.
Leather, Board.	5 cts.
Leather, Boot and Shoe Counters.	5 cts.
Leathers.	Free.
Lemon, and rinds of, in cases for candying.	30 per ct.
Leather—root and paste, extra 1/4 of, for manufacturing purposes.	30 per ct.
Licorice, stick extract or confection.	1 cent per lb.
Linen, and manufactures of.	30 per ct.
Linen Handkerchiefs in boxes, and long as Canadian locomotive and cars are admitted under similar circumstances in the United States, under regulations to be prescribed by the Minister of Customs.	Free.
Locomotives, Tires of Steel or "Bessemer" in the rough.	30 per ct.
Lumber and Timber, Flank, Red, Boar, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch, Pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shaped, Manufacture otherwise.	Free.
Lumber and Timber, Spanish Cedar cut by rails.	Free.
Lumber and Timber, not elsewhere specified.	30 per ct.
Linoleum as "Oil Cloth."	30 per ct.
Mace.	Free.
Machinery for Cotton Mills, not made in Canada, until the 1st day of Oct. 1890.	Free.
Machinery for Worsted Mills, of all kinds, which is not manufactured in Canada, until the 1st day of Oct. 1890.	Free.
This does not refer to machinery for Woolen Mills, which is not the actual machinery used in the manufacture of "Worsted."	Free.
Machinery, not elsewhere specified.	25 per ct.
Madder and Mangel, or Indian Madder, ground and prepared and all extracts of.	Free.
Magnesian, quarterly, monthly, and semi-monthly, unbound.	Free.
Malt.	15 cents per bush, subject to Excise Regulations.
Malt, extract of, for medicinal purposes.	25 per ct.
Manilla Grass.	30 per ct.
Manilla, slats.	30 per ct.
Manilla, matted.	30 per ct.
Manure, Guano, and other animal and vegetable, in natural state, not prepared.	Free.
Manure, prepared or manufactured, all kinds.	20 per ct.
Marble Slabs, sawn on not more than two sides.	15 per ct.
Marble Blocks and Sides, sawn on more than two sides.	20 per ct.
Marble, finished.	30 per ct.
Marble, all manufactures of, not elsewhere specified.	25 per ct.
Marble, in blocks from quarries in the rough, or sawn on two sides only, and not specially shaped, containing 15 cubic ft. or over.	10 per ct.
Maps and Charts—Atlas.	30 per ct.
Masts, Iron, or parts of, for ships.	Free.
Matresses, hair, spring and other.	35 per ct.
Meal, Buckwheat.	30 per ct.
Meal Cake, Oil Cake, Cotton Seed Cake, and Palm-Nut Cake.	30 per ct.
Meat, fresh or salted, on actual weight as received in Canada, except shoulders, sides, bacon and hams.	10 per ct.

Meats, all others, dried, smoked or preserved, in any other way than salted or pickled, not otherwise specified.....	2 cents per lb. and 20 per cent. on value of case
Meats, Corneal Beef.....	3 cents per lb.
Musks, Essence of Beef (see salt).....	20 per ct.
Musks of gold, silver or copper.....	Free.
Newspapers, printed, bound or unbound.....	Free.
Menageries, horses, cattle, carriages and harness of, under regulations to be prescribed by Minister of Customs.....	Free.
Mice.....	30 per ct.
Milk, freshly manufactured, in Cans, Drums, or other, and others, and all similar preparations.....	30 per ct.
Military Stores and Munitions of War.....	Free.
Mill Board, not Straw Board.....	10 per ct.
Mitts and Gloves, leather.....	25 per ct.
Mitology, specimens of.....	Free.
Models and Fashions, in any material, but not in the arts, but no article or articles shall be deemed a model or improvement which can be fitted for use.....	Free.
Mosses (see Hyacinth).....	Free.
Moss, Iceland, and other Mosses, undried.....	Free.
Moss, New Zealand, and all other vegetable substances used for beds and mattresses, in their natural state or only cleaned.....	Free.
Mower and Reaper Knives, and Cutter Bars, as edge tools.....	30 per ct.
Muff, Fur.....	30 per ct.
Musical, printed, bound or unbound.....	2 cents per lb.
Musical Instruments for bands of the Army, Navy or Militia.....	Free.
Musical Instruments not specified, according to material of chief value.....	30 per ct.
Musical Instruments, brass.....	30 per ct.
Musical Instruments, copper.....	35 per ct.
Musical Instruments, silver.....	20 per ct.
Musical Instruments, vulcanite.....	25 per ct.
Musical Instruments, Acorn.....	25 per ct.
Musical Instruments, Triangle.....	20 per ct.
Musical Pipes, Oboe and Flute.....	15 per ct.
Musical Pipes, Oboe and Flute, not otherwise specified.....	20 per ct.
Mustard Seed, unground.....	25 per ct.
Mustard Seed, ground or prepared.....	25 per ct.
Nails, Clout, Hanger, Horse-shoe and Iron Wire, and "Punt de Paris".....	20 per ct.
Nails and Spikes, wrought or drawn, whether Galvanized or not.....	2 cents per lb. and 10 per ct.
Nails and Spikes, Composition and Shunting.....	20 per ct.
Napkin Rings, plated.....	30 per ct.
Napkin Rings, not plated.....	20 per ct.
Napkins, not plated.....	15 per ct.
Nataseafat Oil.....	20 per ct.
Newspapers, and Quarterly, Monthly, and Semi-monthly Magazines, unbound.....	Free.
Nickel Anodes and Cathodes.....	Free.
Nickel Balls.....	30 per ct.
Nitrate of Soda or Potash.....	25 per ct.
Nitro-Glycerine.....	10c. per lb. and 20 per ct.
Nuts, Iron.....	1c. per lb. and 10 per ct.
Nuts, all kinds except Coconuts.....	20 per ct.
Nuts, Coconuts.....	81-90 per 100.
Nuts, not specified.....	25 per ct.
Nutpall.....	Free.
Oak Bark.....	Free.
Oakum.....	Free.
Oats.....	10 cts. per bush.
Ochre.....	1 cent per lb.
Ochre, ground.....	1 cent per lb.
Ochre, not calcined.....	10 per ct.
Oils, hair, perfumed or not.....	30 per ct.
Oils, Coal or Kerosene, distilled, purified or refined.....	Free.
Naphtha, Benzole, Petroleum, products of Petroleum, Coal, Ethic and Lignite not elsewhere specified.....	1-15 cts. per 1.0
Oils, Lubricating.....	20 per ct.
Oils, Carbolic or heavy, used for making wooden block pavements, for treating wood, for building, and for railway ties.....	10 per ct.
Oils, Coal or Sale.....	20 per ct.
Oils, Coal, Liquid, medicinal.....	20 per ct.
Oils, Fish, subject to provisions of Washington Treaty.....	Free.
Oils, Fish and Seal, and all products of fish, the produce of Newfoundland.....	Free.
Oils, Lard.....	20 per ct.
Oils, Linseed or Flax.....	20 per ct.
Oils, Neatfoot.....	20 per ct.
Oil, Sperm.....	20 per ct.
Oil, Sesame Seed.....	20 per ct.
Oils, Coconut and Palm, in their natural state.....	Free.
Oil Cake, Cotton Seed Cake, Palm-nut Cake and Meal.....	Free.
Oil Cloth for Floors and Linoleum-stamped, painted or printed, and Table Cloths similarly prepared and oiled or painted window blinds.....	30 per ct.
Oil Cloth, carriages, etc.....	20 per ct.
Ointment (Ungt).....	20 per ct.
Opium, prepared for smoking.....	75-80 per lb.
Oranges, dried, of, in brine for Can Janying.....	Free.
Ores of metals of all kinds.....	Free.
Organs, Cabinet, Reed Organs, having not more than two sets of reeds.....	\$10.00 each.
Organs, Cabinet, having two and four sets of reeds.....	\$15.00 each.
Organs, Cabinet, having over four and not more than six sets of reeds.....	\$20.00 each.
Organs, Cabinet, having over six sets of reeds.....	\$30.00 each.
Organs, and in addition thereto.....	15 per ct.
Organs, Pipes, and sets of pipes.....	25 per ct.
Cabinet Organs.....	25 per ct.
Ornaments of Iron Work.....	25 per ct.
Ornaments for ladies' head-dresses, hats, bonnets, belts, dress-clasps, &c., to be retied according to the material or component part of which made.....	Free.
Oxide Acid.....	Free.
Paints, Tubs, Churns, and other manufactures of Wood not elsewhere specified.....	25 per ct.
Paint, fire proof, dry.....	2 cent per lb.
Paints, Colors, ground, in oil or water.....	25 per ct.
Paints and Colors not elsewhere specified.....	20 per ct.
Paints and Colors, White and Red Lead dry, also Zinc, 5 per ct.	5 per ct.

DOMINION OF CANADA[illegible]

DOMINION OF CANADA

[illegible]

Silk Frenchie, Tulle, tulle and tulle, paper,	30 per ct.
Show Blank and Leather and rubber	25 per ct.
Show Linings, fastened Cotton	16 per sq yd. and 15 per ct.
Show Linings, colored Jeanette's	22 per sq yd. and 15 per ct.
Shot, lead	25 per ct.
Shut down, not elsewhere specified	20 per ct.
Show, silk, any material	20 per ct.
Show Cards or Halls	20 per ct.
Shovels, Spades	20 per ct.
Shoulders and Sides, flesh, salted, dried or smoked ..	2 cents per lb.
Shrubs and Trees, ornamental, shade and fruit	20 per ct.
Siles, or Crystallized Quartz	Free.
Silk, plain or beaded, and all fashion	20 per ct.
Silks, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way, silk cocoons and silk waste	Free.
Silk Twist and Sewing Silk	25 per ct.
Silk Yarns, and all manufactures of silk, of which silk is the component part of chief value	30 per ct.
Silk, in the grain, not more advanced than singles, from and thrown organic, and raw spun silk, not shorter than	15 per ct.
Silk Manufactures of, cushions, glass, green grass, dupes, leather, ashures, tires, tops, Naples, black and colors; Turquoises, satins, auroreles, Persians, poplins and all other pieces goods of which silk is the component part of chief value, all silk clothing, silk muslins and parsonic, vicuna, trunks, cushions, ribbons, silk plush, hat bands, and ribbons, silk hawks, tringes, laces, trimmings, tassels, heads, bonnets and unbleached, tow- n, laces, bows, ties, handkerchiefs, Prussian Emblems, glass emeralds, lace, that race, mantillas or rackets, hood and hats, silk wrap Parant- t, silk to do with silk soap shawl	30 per ct.
Silver, rolled, and German silver, in sheets	40 per ct.
Silver or Gold Coins (except United States silver coin), Free, Silver bar	25 per ct.
Silvered Plate Metals	25 per ct.
Skins, all kinds	50 per ct.
Skins, unfurried, dressed, tanned or pickled	20 per ct.
Slates, School and Writing, and Porcelain and Draw- ing Slates	25 per ct.
Slates, Mines	20 per ct.
Slates, of all kinds and manufactures of, not otherwise specified	25 per ct.
Slugs and Snails	20 per ct.
Small and Manufactured Tobacco	25¢ per lb. and 12½ per ct.
Soap, common, brown and yellow, not perfumed	14¢ per lb.
Soap, common, soft and liquid, not perfumed	20 per ct.
Soap, Castile and white	2 cents per lb.
Soap, perfumed or toilet	2 per ct.
Soap, salicylate and other soap	2 per ct.
Soda Ash, fine	Free.
Soda, Fat free	Free.
Soda, Silicate of	Free.
Sod Pipes, cast iron	25 per ct.
Sodium Chloride	30 per ct.
Spanish or Puerto Rican Grass and other grasses and pul- ver, of for the manufacture of paper	Free.
Spectacles and Eye Glasses	20 per ct.
Spelt, in blocks or bags	10 per ct.
Sperm Oil	20 per ct.
Spirits, strong and Weak, of all kinds (except Mac- gill) and Nutmegs medicinal	20 per ct.
Spirits, as above, ground	25 per ct.
Spirit, Nutmegs and Mace	25 per ct.
Spices and Nuts, cut	per lb. and 10 per ct.
Spikes and Nails, cold	20 per ct.
Spikes and Nails, wrought and pressed, whether gal- vanized or not	per lb. and 10 per ct.
Spikes and Nails, compound and sheathing	20 per ct.
Spirits of Turpentine	20 per ct.
Spirits and Strong Waters, not having been so treated or mixed with any article so that the degree of strength thereof cannot be ascertained by Syke's Hydrometer, for Imperial gallon of the strength of proof by Syke's Hydrometer, and own proportion for any greater or less strength than a gallon, viz : Geneva Gin, Rum, Whisky, and unenumerated articles of like kinds	\$1 25 per l.
Spirits, Brandy	\$1 40 per l.
Spirits, Cognac	\$1 25 per l.
Spirits, Old Tuning, in bulk	\$1 25 per l.
Spirits, sweetened or mixed so that the degree of strength cannot be ascertained as above, viz : Rum-Spirit, Cordials, Scotch Whisky, Cata- Bitters, and unenumerated articles of like kind	\$1 40 per l.
Spirits, Strong Waters, not having been so treated or mixed with any article so that the degree of strength thereof cannot be ascertained by Syke's Hydrometer, for Imperial gallon of the strength of proof by Syke's Hydrometer, and own proportion for any greater or less strength than a gallon, viz : Geneva Gin, Rum, Whisky, and unenumerated articles of like kinds	\$1 25 per l.
Spirits and Strong Waters, not elsewhere specified ..	\$1 90 per l.
Spokes, Huls, Fellows, tough or show only	15 per ct.
Spoker, Huls, Fellows	25 per ct.
Sprags, Tack and Prads	30 per ct.
Starch, Corn Starch, and all preparations having the quality of starch	2 per lb.
Stationery of all kinds, not elsewhere specified	50 per ct.

The following articles, not specially named in the tariff, may be classed as stationery, viz.: Penholders and pencil cases of all kinds, paper binders and fasteners (including pened slatpenes, noledge, paper weights and folders except those made of metals (except electro plated), notal seals, philosophical and mathematical Instruments, drawing pens, top measures, ink powder, parchment, chalks and crayons, India and China ink, quills and quill and steel pens, ivory knives and folders, waders and stamps, slide pencils, large pens and pencils for artists, pink tape, pastilles, gloves, rulers, pen trays, key rings and chains.

Steel and manufactures of, Steel Ingots, Bars, Sheets and Coils, and Railway Bars or Rails and Fish-plats, and rails, all sizes 10 per ct.
Steel, the same to January 1st, 1882 Free.
Steel, Locomotive Tires and Bosses made in rough 10 per ct.
Steel, all manufactures of, not elsewhere specified 20 per ct.

Steel and Iron, all manufactures of, not elsewhere specified	20 per ct.
Steel Wire, galvanized or not	16 per ct.
Steel Plates	20 per ct.
Steel in coils, such as imported for the manufacture of screws and lake teeth, in free until January 1st, 1882, but if cut to special length, or bent to shape, suitable as manufacture of steel	20 per ct.
Steel Mould Boards, Land Sides and Shares for Ploughs cut to form, not moulded or bored	Free.
Steel Sheets of all kinds, cut to shape, but not moulded or bored "as they come from the roller and shears," free as sheet steel until 1st January, 1882. This includes saw blanks	Free.
Steady-ends, to be included in the item "scales, balances, and weighing beams"	30 per ct.
Stereotypes and Electrotypes of standard books, except those of Advertising Books, Almanacs and Sheets	10 per ct.
Stereotypes and Electrotypes for Commercial Blanks and Advertisements	20 per ct.
Stone, Burr, in blocks, rough or unmanufactured, and not bound into mill stones	Free.
Stones, Flag, dressed	\$1.50 per ton.
Stone, Rough Freestone, Sandstone, and all other building stone except marble from the quarry, not hewn, squared or chiselled (15 cubic feet to 1 ton)	\$1 per ton.
Stone, Waterlime or Cement Stone (see Cement)	\$1 per ton.
Stone, Dressed Freestone and all other building stone except marble from the quarry, not hewn, squared or chiselled, and all manufactures of stone or granite	20 per ct.
Stone, lithographic, not engraved	20 per ct.
Stone, Grind-stones	\$2 per ton.
Stones and other Iron Castings not elsewhere specified	25 per ct.
Straw Board, not Mill Board	20 per ct.
Studs, short or collar, of all kinds	20 per ct.
Sugar, above No. 14 Dutch Standard in color, 1 cent p. lb. and 35 p. ct.	
Sugar, equal to No. 9, and not above No. 14 Dutch Standard	30 per lb. and 30 per ct.
Sugar, below No. 9, Dutch Standard	30 per lb. and 30 per ct.
Provided that the ad valorem duty shall be levied and collected on Sugar and Molasses when imported direct from the country of growth and production, upon the fair market value thereof (including export duty or other government tax at the place of purchase, without any addition for the cost of logistics or other packages or other charges and expenses prior to shipment, anything contained in Sect. 31 of Act 40 Vic, cap. 10, to the contrary notwithstanding, the said section, nevertheless, remaining in force as to regulations to be made under it in cases where the Sugar or Molasses is not imported direct from the country of growth or production.	
Sugar Candy, brown or white, and Confectionery	1c. per lb. and 35 p. ct.
Sugar, Grape or Glucose, to be classified and rated for duty as Sugar according to grade by Dutch Standard in color	
Sulphur, in roll or flour	Free.
Sunday School Cards or Devotional Cards—No exception can be made from the item "printed, lithographed, &c., cards"	30 per ct.
Superphosphates, or manufactured manure	20 per ct.
Surgical Instruments and Dental Instruments, wholly or in part of steel	20 per ct.
Syrups—Cane Juice, Refined Syrup, Sugar-house Syrup, Syrup of Sugar, Syrup of Molasses, or Sorghum, 3c. per lb. and 30 p. ct.	
Melado, Concentrated Molado, Concentrated Cane Juice, Concentrated Molasses, Concentrated Beet root Juice, and Vanaceto	3c. per lb. and 30 per ct.
Molasses, if used for refining, clarifying or rectifying purposes, or for the manufacture of sugar, when imported direct from the country of growth or production	25 per ct.
Molasses, for same purpose, when not imported direct from the country of growth or production	30 per ct.
Molasses, when not so used, when imported direct from the country of growth or production	15 per ct.
Molasses, when not imported direct from the country of growth or production	20 per ct.
Syrups, Glucose	3c. per lb. and 35 p. ct.
Stylus, steel, of all kinds	30 per ct.
Tacks, Irons and Springs	30 per ct.
Tails, undressed	Free.
Tailors	1c. per lb.
Tampico, white and black	Free.
Tanners' Bark	Free.
Tanning or Dyeing Articles, in a crude state, used in dyeing or tanning, not elsewhere specified	Free.
Tapers, wax, unenumerated	20 per ct.
Taproot	20 per ct.
Tar, pitch	Free.
Tar and Pitch, coal	10 per ct.
Tea, black	2c. per lb. and 10 per ct.
Tea, green and Japan	3c. per lb. and 10 per ct.
Tea, when purchased in the U. S., additional	10 per ct.
Teasels	Free.
Tents and Awnings	25 per ct.
Terra Japonica	Free.
Thread, Cotton, sewing on spools	20 per ct.
Thread, Cotton, sewing, in hanks	12 1/2 per ct.
Trimlines of all kinds	20 per ct.
Troking for Tents	2c. per sq. yard and 15 per ct.
Timber and Lumber, Planks and Boards, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shapen, planed, or otherwise manufactured	Free.
Timber and Lumber, not elsewhere specified	20 per ct.
Tin in Blocks, Pigs, Bars, Plates and Sheets	10 per ct.
Tin, all manufactures of, not elsewhere specified	25 per ct.
Tinman's Trimmings, to be classed as manufactures of tin, viz.:—Spouts, handles, knobs and ornamental articles	25 per ct.
Tinware, stamped and Japanese ware	25 per ct.
Tin plates, not specially shapen or cut from original sheets as manufactured	10 per ct.

Tobacco, unmanufactured, and Smutt	25c. per lb. and 1c.
Tobacco, unmanufactured for export purposes under conditions of Act 31 Vic, cap. 51	Free.
Toilet and Tooth Powders, and other Perfumed Preparations for Mouth, Hair and Skin	30 per ct.
Tomatoes, in cans	2
Tools, Carpenters', Coopers', Cabinet-makers', and all other mechanics' tools, including files, edge tools of every description, axes, axes, and saws of every description	30
The term Tools is held to include mowers and reapers, knives and cut-throat razors, also a list of all kinds.	
Tooth and Toilet Powders, etc.	30 per ct.
Tortoise and other Shells	30
Travellers' Baggage, under regulations to be prescribed by Minister of Customs	Free.
Trees—Fruit, Shade, Lawn and Ornamental	20
Tree nails	Free.
Trunks, Satchels, Valises and Carpet Bags	30
Tubs, Pails, Churns, and other manufactures of wood, not elsewhere specified	25
Turkey	Free.
Turkey, fat, in skins	20
Turpentine (Spirits of)	20
Turtles	20
Twines of all kinds not otherwise specified	25
Type, for printing	20
Umbrellas, cotton	20
Umbrellas, silk	30
Union Collar Cloth, paper, in sheets not shapen	10
Valentines, Christmas and New Years' Chromos or Embossed Cards, and all others not being Business or Advertising Cards	20
Valises, Trunks, Satchels and Carpet Bags	30
Varnish, black and bright, for ships use	Free.
Varnish, not elsewhere specified	25c. per lb. G. and 20
Varnish, Shellac	30
Varnish including Japan and Japan spirit varnish	30
Vaseline, Lubricating and such like oils, not to be classed as products of petroleum, but as unenumerated	20
Vegetables, Potatoes	10
Vegetables, Sweet Potatoes	10
Vegetables, Tomatoes	2
Vegetables, Potatoes, in cans	20
Vegetables, all other	20
Vegetable Fibres, natural, not produced by any chemical process	Free.
Velvet, Silk	20
Velvet, Cotton	20
Veneers of Wood and Ivory, sawn or split only, not to include scale boards for cases	Free.
Verdigris or Sub-acetate of Copper, dry	Free.
Vinegar	12
Vinyl, Blue	30
Vines	30
Waggons	30
Wall Paper	20
Walking Sticks	25
Washers, Bolts and Rivets, iron	30
Waste, Cotton, Lard, Jute, Hemp and Paper of all kinds, fit only for manufacture of paper	20
Watches, Watch Cases, and Material	25
Watch Actions or Movements	20
Water-pipes, of cast-iron	25
White-bone, unmanufactured	Free.
White Oil, in casks, kerosene, kerosene, and other oil, in which it was first landed	Free.
Wheat	15
Wheels, Wood Spokes, Hubs and Felloes, finished	25
Wheels, if put up	30
Wheelbarrows and like articles	30
Whips	20
Whip-cord or Cat-gut, unmanufactured	Free.
Whiskey (see "Spirits")	30
White Lead and Red Lead, dry	25
Whiting or Whiting	Free.
Willow Skid	25
Willow, for basket-makers	Free.
Willow-work—Oiler or Willow work—lined or unlined, furnished or unfurnished	25
Window Blinds, painted	20
Worven, Checked and Striped Cottons to be rated at 2c. per sq. yard and 10 per ct.	
The same, if part wool	7 1/2c. per lb. and 20
Plain or Fancy Union, or all wool, usually invoiced as "Costume Cloth," but which are really Flannels or Faceds, to be rated at 7 1/2c. per lb. and 20	
Wine—All previous circulars issued by the Department prior to 18th September, 1879, relating to "Wine," were cancelled, and in future the word "Wine" is not to be accepted as an indication of the true material of which the goods are made.	
Wines of all kinds, except Sparkling Wines, including Ginger, Orange, Lemon, Strawberry, Raspberry, Elder and Currant, containing 26 per ct. or less of spirit, of strength of proof by Sykes' Hydrometer, imported in wood or bottles (6 quarts or 12 pints to 1 G.)	25
And for each degree of strength of spirit in excess of 26 per ct. until it reaches 40 per ct. 3c. per 1 G.	
And in addition thereto	30
All liquors imported under the name of Wines, and containing more than 40 per ct. of spirit of the strength of proof by Sykes' Hydrometer, shall be rated as unenumerated spirits.	
Champagne and all other sparkling wine, in bottles containing each not more than one quart and more than one pint	30
Champagne, containing not more than 1 pint and more than 1/2 pint	30
Champagne, containing not more than 1/2 pint	30

Vines, bottles containing more than 1 quart each shall pay, in addition to 84 per dozen bottles, at the rate of \$1.50 per Imperial Gallon on the quantity in excess of one quart per bottle, and in addition to the above specific duties an ad valorem duty shall be added of	30 per cent.
The quantities and measurements shall be by measure.	
Wire, Iron and Steel, tinned and coppered, galvanised or not	15 per ct.
Wire, Iron, manufactures of, not elsewhere specified	25 per ct.
Wire, Brass and Copper	10 per ct.
Wire Cloth, Brass and Copper	20 per ct.
Wire Ringing, for ships and vessels	Free.
Wirework, ornamental, Iron, Sempaphre and Fence wire	25 per ct.
Wood, Lumber and Timber, not elsewhere specified, to include timber and timbered shingles, shooks other free, where cut to special lengths, less than the ordinary commercial lengths	20 per ct.
Wood Manufactures, Oak or Willow work, lined or unlined, furnished or unfurnished, so considered	25 per ct.
Wood, and manufactures of, not elsewhere specified	25 per ct.
Woodenware, and manufactures of, including timber, not elsewhere specified	Free.
Woolen-ware, Fails, Tules, Cloths, Broons, Benches, and other manufactures of wool not elsewhere specified	25 per ct.
Woolen-ware, Hubs, Spokes, Fellos and parts of wheels, rough, hollow or spun	15 per ct.
Wool, unmanufactured, hair of Alpaca goat and other like animals, not elsewhere specified	Free.
Wool and Wooldens, manufactures of, composed wholly or in part of Wool, Worsted, hair of Alpaca goat or other like animals, viz: Shawls, Blankets and Flannels, every description, including Bedding, Casement, Towels, Costings, Overcoatings, Checkings, Felt Cloth of every description and elsewhere specified, House-collar Cloth, Yarn, Knitting Yarn, Fingering Yarn, Worsted Yarn under No. 30, Knitted goods, viz: Shirts, Socks, Hosiery and Hosiery of every description	75 per lb. and 20 per ct.
Wool and Wooldens—Clothing, ready-made, Wearing Apparel of every description, including both caps, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, made up or manufactured wholly or in part of wool, worsted, seam-tress, or the manufacturer, except knitted goods	10c. per lb. and 25 per ct.
Wool and Wooldens—All manufactures of, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, not otherwise provided for	20 per ct.
Wool, Class One, viz: Leicester, Cotswold, Lincolnshire, Down Combing Wools, or wools known as Lustre Wools, and other like combing wools such as are grown in Canada	3 cents per lb.
Wool manufactures, including the Alpaca goat and other like animals, not elsewhere specified	Free.
Wool Manufactures not otherwise provided for—Orleans, Alpaca, Lustres, Colours, Barathea, Balmoral Crapes, Persian Corals, Russell Gowns, Tafts, Mozetts, Parachutes (not silk warp), Hosiery, Flannels, Alpaca, Paisley, Paisley, Paisley, Paisles, French Delaines and French Merinos, Cashmeres, Cloth Table Covers, Piano Covers, Victoria Table Covers, Pullion Fringe, Fancy Wool Fringe, Mohair Braid, Llama Braid, Russian Braid, Black Indian Shawls, Paisley Shawls, unless the largest or longest part be the Braid, and all kinds of Bradford Dress Goods	20 per ct.
Woolen, Hosiery, held to comprise men's, women's and children's Lamb's-wool, Cashmere and Merino Shirts and Drawers, Wool Scarfs, Mullers, Cravats, Cloaks, Handkerchiefs, Collars, Cuffbands, Jackets, Polkas, Knitted Shawls, Neckties, "Frescoes," Chest Protectors, Knitted Gaiters, Petticoats, Wool Mitts, Cuffs, Gloves, Boots and B-socks	75 cents per lb. and 20 per ct.
Woolen Bags	Free.
Woolen and Cotton Netting, for Bows, Shirts and Gloves	10 per ct.
Woolen Imitation Seal Skin	75 cents per lb. and 20 per ct.
Worsted Plush, for upstopping purposes	20 per ct.
Wrought Iron Forgings and parts of, for mills and locomotives, 25 lbs. and over	20 per ct.
Yarns, Knitting Cotton, not bleached, dyed or colored	15c. per lb. and 15 per ct.
Yarns, Hosiery, cotton, not bleached, 10 colored, 2c. per lb. and 15 per ct.	
Yarns, Cotton, all other under No. 40 not bleached, dyed or colored	5c. per lb. and 15 per ct.
Yarns, Cotton, knitting, not bleached, 10 colored, if bleached, dyed or colored	3c. per lb. and 15 per ct.
Yarns, Wool	75c. per lb. and 20 per ct.
Yarns, Wool, Knitting	75c. per lb. and 20 per ct.
Yarns, Wool, Fingering	75c. per lb. and 20 per ct.
Yarns, Worsted, under No. 30	75c. per lb. and 20 per ct.
Yarns, Cotton	Free.
Yellow Metal, in Bolts, Bars, and for sheathing	Free.
Zinc, in pigs, blocks and sheets	10 per ct.
Zinc, seamless drawn tubing	10 per ct.
Zinc, manufactures of, not elsewhere specified	25 per ct.
The following articles, when imported, shall be subject, under a penalty of two hundred dollars, together with the forfeiture of the parcel or package of goods in which the same may be found, viz:—	
B-als, Printed Papers, Drawings, Paintings, Prints, Topographs, or representations of any kind of a treasonable or seditious, or of an immoral or indecent character.	
Coin, base or counterfeit.	

Shingle Bolts, per cord of 128 cubic feet.....	\$1 60
Spruce logs, per M feet.....	1 00
Pine logs, ".....	1 00

LEGAL AND JUDICIAL

SUPREME COURT OF THE DOMINION AND COURT OF EXCHEQUER.

The Supreme Court, as a High Court of Appeal, constituted by Dominion Statute, 38 Vic., cap. 2, assented to 8th April, 1875, is composed of a Chief Justice and five Puisne Judges, and has appellate civil and criminal jurisdiction within and throughout the Dominion of Canada. The Judges reside at Ottawa, where the Supreme Court holds annually three Sessions, the first beginning on the third Tuesday in February; the second on the first Tuesday in May; and the third on the fourth Tuesday in October. The Exchequer Court, presided over by the same Judges, possesses concurrent original jurisdiction in the Dominion in all cases in which it is sought to enforce any law relating to the revenue, and exclusive original jurisdiction in all cases in which demand is made or relief sought in respect of a suit or action of the Court of Exchequer on its revenue side against the Crown, or any officer of the Crown.

Hon. William Johnston Ritchie, Chief Justice.
Hon. Samuel Henry Strong, Puisne Judge.
Hon. Telephore Fournier, Puisne Judge.
Hon. William Alexander Henry, Puisne Judge.
Hon. Henri Elzer Taschereau, Puisne Judge.
Hon. John Wellington Wynne, Puisne Judge.
R. Cassels, jun., Registrar.

COURTS OF LAW AND EQUITY OF ONTARIO.

COURT OF APPEAL.—Constituted for the hearing of appeals in civil cases from the Courts of Queen's Bench, Chancery and Common Pleas; and appeals in criminal cases from the Courts of Queen's Bench, Common Pleas, and County and Insolvent Courts. From the judgment of this Court, an appeal lies at the option of litigants, either to the Supreme Court of the Dominion, or to Her Majesty in Privy Council, in cases over £1,000, or where annual rent fee, or future rights of any amount, are affected, the judgment in either case being final. The Judges of this Court, in addition to their appellate duties proper, take part in presiding over Courts of Assize and Nisi Prius, and of Oyer and Terminer and General Jail Delivery, and holding Chancery Sittings, and may be placed on the rota for the trial of Election petitions with the Judges of the Superior Courts of Law and Equity, who, as *ex officio* Judges of this Court, choose from their number a Judge or Judges to sit in appeal in case of there being a vacancy in this Court, or, from illness or some other cause, one of the Judges of the Court is unable to be present, or is under any legal disqualification to hear an appeal. *Chief Justice in Appeal*—Hon. Thomas Moss. *Judges*—Hon. G. W. Burton, Hon. Christopher S. Patterson, and Hon. Joseph C. Morrison.

COURT OF QUEEN'S BENCH.—The jurisdiction of this Court extends to all manner of actions, causes and suits, criminal and civil, real, personal and mixed, within Ontario, and it may proceed in such by such process and course as are provided by law, and as shall tend with justice and despatch to determine the same; and may hear and determine all issues of law, and also with the import of twelve good and lawful men, except in cases otherwise provided for, try all issues of fact, and give judgment, and award execution thereon, and also in matters which relate to the Queen's Revenue (including the condemnation of contraband or smuggled goods) as may be done by Her Majesty's Superior Courts of Law in England. *Chief Justice*—Hon. J. H. Hagarty, D.C.L. *Puisne Judges*—Hon. M. C. Cameron and Hon. J. D. Atmour.

COURT OF COMMON PLEAS.—This Court has the same powers and jurisdiction as a Court of Record as the Court of Queen's Bench. Writs of summons and capias, issue alternately from either Court. *Chief Justice*—Hon. Adam Wilson. *Puisne Judges*—Hon. T. Galt and Hon. F. O'Leary.

COURT OF CHANCERY.—This Court has the like jurisdiction as the Court of Chancery in England, in cases of fraud, accident, trusts, executors, administrators, co-partnerships, accounts, mortgages, awards, dower, infants, idiots, lunatics and their estates, waste, specific performance, discovery, and to prevent multiplicity of suits, staying proceedings at law prosecuted against equity and good conscience, and may decree the issue, relief, or avoidance of letters patent, and generally the like powers which the Court of Chancery in England possesses to administer justice in all cases in which there is no adequate remedy at law. Issues of fact depending in the Superior Courts of Law for trial without a jury, may be entered for trial at any sitting of this Court held for the hearing of causes at the county town where the venue is laid. *Chancellor*—Hon. John G. Spragge. *Deputy Chancellor*—Hon. Samuel Hume Blake and Hon. Wm. Fyfe-Bell.

MARITIME COURT OF JUSTICE.—Constituted by Dominion Statute, 49 Vic., cap. 21, as a Superior Court of Maritime Jurisdiction, is composed of one Judge for the whole Province; and Surrogate Judges for certain localities, appointed by the Governor in Council, are invested with such powers as may be conferred on them by their commission. The Maritime Court is a Superior Court of Record, having, with some exceptions mentioned in the Act, the like rights and remedies in all matters, including cases of Contract and Tort, and proceedings *in rem* and *in personam*, arising out of or connected with navigation, shipping, trade or commerce, on any river, lake, canal, or inland water, of which the whole or part is in the Province of Ontario, as any existing Vice-Admiralty Court would have if its process extended to the Province of Ontario. The sittings of the Court and in Chambers are fixed and regulated by the Judge and Surrogate

Judges at such times as they shall think fit and necessary for the administration of justice. *Judge for the whole Province*—Kenneth Macdonald.

HEIR AND DEVISAR COURT.—Commissioners, the Justices of the Peace, and such other persons as may be appointed by commission under the Great Seal. Their duties are to claim to lands in Upper Canada, for which no patent from the Crown in favor of the proper claimants, whether devisees or assignees. Sittings at Toronto, first Monday and July in each year.

COURTS FOR THE TRIAL OF CONTROVERTED ELECTIONS.—The jurisdiction of these Courts is sufficiently indicated in the respect to elections for the House of Commons of the Superior Courts, by one of their Judges appointed in are invested with special jurisdiction for the trial of elections, and appeals lie to the Supreme Court at respect to elections for the Local Legislature of Ontario, of the Court of Appeal and of the Superior Courts of Equity meet annually in Michelmas Term, and several a majority of votes, a Judge of their respective Courts on the rota for the trial of election petitions. In the case of illness of a Judge so chosen, the Court of which he is to meet and elect another Judge. Trials involving corruption are presided over by two Judges, otherwise a single Judge and an appeal lies to the Court of Appeal of the Province.

COUNTY COURTS.—Presided over by a resident Judge, assisted in some counties by a Deputy Judge. Their jurisdiction extends to all personal actions where damages claimed do not exceed \$200; and to all suits, debt, covenant or contract, where the amount is ascertainable by the parties or signature of the defendant, to \$100; bail bonds and recognizances of bail given in the County any amount; but not to cases involving the title to land, or actions for libel, slander, *ex contractu*, or sale of land, appeal lies to the Court of Appeal for Ontario.

COUNTY JUDGE'S CRIMINAL COURTS are held, in persons committed to jail for trial *voluntarily* elect to be tried by a Judge of the County Court without jury. Courts of Revision are also held by the County Courts and are in the nature of Courts of Appeal from the original Courts of Revision. They also hold

SUBORDINATE COURTS with jurisdiction in testamentary matters subject to appeal to the Court of Chancery.

DEVISION COURTS.—For the summary disposal of a pressing Judge, being the County Judge or his Deputy, or a Barrister appointed to hold the same; but a jury of twelve may be demanded in certain cases. Their jurisdiction extends to actions of debt or contract amounting to \$200, and actions of personal actions, where the amount does not exceed \$200, not to actions for gambling debts, liquors drunk in a public house, notes of hand given therefor, ejectment, title to land, toll, custom or franchise, will or settlement, malicious libel, slander, *ex contractu*, seduction or breach of promise against a J. P. for anything done by him in the execution of his office, if he objects to it. Each Judicial District is divided into two Divisions, and Courts are held once in two months in each Division, or oftener at the discretion of the Judge. They are established by the Courts of General Sessions, and cases by the Judges.

BOARD OF COUNTY JUDGES.

Chairman—J. B. Gowan, Simcoe.

S. J. Jones, *Beant*.
D. J. Hughes, *Elgin*.
Jas. Danell, *Prescott* and
A. Macdonald, *Wellington*.

COUNTY COURT JUDGES.

Albion (Dist.) Hon. Walter Muir.
Beant S. J. Jones.
Bruce J. J. King-mill.
Carleton Wm. And Ross.
..... Robert Lyon.
Elgin D. J. Hughes.
Essex R. W. Leggett.
Frontenac C. V. Price.
Grey Henry Macpherson.
Haldimand J. G. Stevenson.
Hastings S. S. Peck, *Stip.*
Hull Thomas M.
..... Hon. George Shuter.
Huntington T. A. Lazier.
..... W. R. Spicer.
Huron C. F. Toms.
..... Arch. Bell.
Kent Charles Robinson.
London W. S. Senkler.
Lorain W. S. Senkler.
Leeds and Grenville H. S. Macdonald.
Lennox and Addington W. H. Wilkinson.
Lincoln E. J. Senkler.

AND JUDICIARY.

such times as they shall think fit and necessary for the due administration of justice. *Judge for the whole Province*—Hon. Mackenzie.

APPEAL DEVENUE COURT.—Commissioners, the Judges of the Courts, and such other persons as may be appointed by the Governor in Council under the Great Seal. Their duties are to determine appeals from the Upper Canada, for which no patent has issued Crown in favor of the proper claimants, whether as heirs, or assignees. Sittings at Toronto, first Monday in January in each year.

FOR THE TRIAL OF CONTESTED ELECTIONS.—The three Courts are sufficiently indicated in their title. In the elections for the House of Commons of Canada, the Courts, by one of their Judges appointed in that behalf, and with special jurisdiction for the trial of contested elections and appeals lie to the Supreme Court at Ottawa. In the elections for the Local Legislature of Ontario, the Judges of the Court of Appeal and of the Superior Courts of Law and Equity sit annually in Michaelmas Term, and specially select, by a majority of votes, a Judge of their respective Courts to be placed on the trial of election petitions. In the case of death of a Judge so chosen, the Court of which he is a member elect another Judge. Trials involving corrupt practices are tried over by two Judges, otherwise a single Judge presides, and appeal lies to the Court of Appeal of the Province.

JUDICIAL COURTS.—Presided over by a resident Judge in each county in some counties by a Deputy or Junior Judge. Jurisdiction extends to all personal actions where the debt or claim does not exceed \$200; and to all suits relating to contract or tort, where the amount is ascertained by the parties or signature of the defendant, to \$100, and to all actions and recognizances of bail given in the County Court, to \$100; but not to cases involving the title to lands, validity of actions for libel, slander, *ex contractu*, or seduction. An appeal lies to the Court of Appeal of Ontario.

JUDICIAL COURTS.—Held, in cases where the parties are committed to jail for trial voluntarily elect to be tried summarily by a Judge of the County Court without jury.

REVISION COURTS.—Also held by the County Court Judges, in the nature of Courts of Appeal from the original judgments of Revision. They also hold

APPEAL COURTS with jurisdiction in testamentary matters, and appeal to the Court of Chancery.

REVISION COURTS.—For the summary disposal of cases by the Judge, being the County Judge or his Deputy, or any other person appointed to hold the same; but a jury of five persons summoned in certain cases. Their jurisdiction extends to debt or contract amounting to \$200, and actions in tort, and actions, where the amount does not exceed \$10, but only for gambling debts, livers drunk in a tavern, or land given therefor, ejectment, title to land, &c., or any sum or franchise, will or settlement, in malicious prosecution, or for *ex contractu*, seduction or breach of promise, or actions for which a judgment has been given in the County Court, or for which the County Court has jurisdiction. The Divisions are held by the Courts of General Sessions, and in certain cases by the Judges.

BOARD OF COUNTY JUDGES.

Chairman—J. R. Gowen, Simcoe.

J. Jones, Brant.
J. Hughes, Elgin.
J. Daniel, Prescott and Russell.
Macdonald, Wellington.

COUNTY COURT JUDGES.

Albion (Dist.), Hon. Walter McKee.
Brampton, S. J. Jones.
Caledonia, J. J. King-mill.
Caledonia, Wm. And Ross.
Caledonia, Robert Lyon.
Caledonia, D. J. Hughes.
Caledonia, G. W. Leggett.
Caledonia, C. V. Price.
Caledonia, Henry Macpherson.
Caledonia, J. G. Stevenson.
Caledonia, S. S. Peck-Slip, Mag.
Caledonia, Thomas M. Her.
Caledonia, Hon. George Sherwood.
Caledonia, T. A. Luzzar.
Caledonia, W. R. Squire.
Caledonia, J. F. Toner.
Caledonia, Arch. Bell.
Caledonia, Charles Robinson.
Caledonia, W. S. Senkler.
Caledonia, H. S. Macdonald.
Caledonia, W. H. Wilkinson.
Caledonia, E. J. Senkler.

Middlesex { Wm. Elliott.
Muskoka (Dist.) { J. F. Davis.
Nipissing (Dist.) C. W. Lount, Stip. Mag.
Norfolk John Doran, Stip. Mag.
Northumberland and Durham T. R. Macmahon.
Ontario G. M. Howell.
Oxford G. M. Clark.
Oxford Z. Barnham.
Oxford G. H. Dartnell.
Oxford D. S. McQueen.
Perry Sound (Dist.) P. McTerry, Stip. Mag.
Perth A. F. Scott.
Perth D. H. Lazars.
Peterborough R. Dennistoun.
Prescott and Russell Jas. Daniel.
Prince Edward R. P. Jollett.
Renfrew John Deacon.
Simcoe Jas. R. Gowen.
Simcoe J. A. Arlgh.
Stormont, Dundas and J. F. Pringle.
Glengarry R. Laird, Stip. Mag.
Thunder Bay (Dist.) W. W. Dean.
Victoria Wm. Miller.
Waterloo A. LaCourse.
Welland R. McDonald.
Wellington A. McDonald.
Wellington A. C. Chadwick.
Westworth J. S. Sinclair.
York Kenneth Mackenzie.
York John Boyd.

SUMMARY OF THE COLLECTION LAWS.

ONTARIO.

ARREST.—A *Capias ad Res* will be issued out of a Superior or County Court on affidavit showing a cause of action or damages for \$100 or upwards, and that defendant is about to abscond, etc. A *Capias ad Res* issues after judgment without a Judge's order, if proceedings had been instituted by *Ca. Re*; otherwise must issue on similar grounds. If judgment debtor refuses to be examined as to assets, or on examination discloses fraudulent disposition of property, he may be imprisoned one year.

ATTACHMENT.—Issues from Division Court on claims for debt or damages from \$4 to \$200, or where debtor absconds from Ontario, leaving personal property liable for execution, or attempts to remove same from one county to another, or keeps concealed to avoid service of process, with intent to defraud. In Superior or County Courts, real as well as personal effects are covered by attachment. Affidavits of creditor and two other credible persons required, showing that defendant absconded with intent to defraud.

BILLS AND NOTES.—(See "Stamp Duties.") Notices of protest or dishonor are sufficiently given if addressed to parties liable, at place where instrument is dated, though not their place of residence, unless another place is designated under signature.

BILLS OF SALE AND CHATTEL MORTGAGES.—Sales and mortgages of personally unaccompanied by an actual, immediate and continued change of possession, are void against creditors of vendor or mortgagor, and subsequent purchasers or mortgagees in good faith for value, unless the written instrument of sale or mortgage, or a true copy thereof, be filed with the County Court Clerk of the county where vendor or mortgagor resides; or if not resident, then where the goods were at time of contract, accompanied with affidavit of vendor or mortgagee showing good faith of transaction. And such mortgage must be renewed within one year from date of filing, otherwise it will cease to be valid as against creditors of the mortgagor, and against subsequent purchasers and mortgagees in good faith for valuable consideration.

EVIDENCE.—All parties can testify; no exception made as to husband and wife (except in criminal cases); but in suits by or against personal representatives, the evidence of either party as to matters occurring prior to death of party represented, must be corroborated by other material evidence.

EXECUTION.—Issues on judgment by default after eight days from last day for appearance to writ, in case of debt, or otherwise amount must be assessed by the Court. Judgment on verdict cannot be entered in the Superior Courts until the fifth day of ensuing term; in the County Court, may be entered on third day of term, provided no motion for new trial has been made, and execution may issue forthwith on entry of judgment. In Division Court, execution usually issues on the expiry of 15 days after hearing. In all cases, however, after verdict, Court may grant immediate execution on fraud being shown on part of defendant. Executions may issue concurrently against goods and lands of debtor. Since the repeal of the Insolvency Law by the Dominion Parliament (session of 1889), the Ontario Legislature passed an Act to abolish promptly amongst execution creditors, whereby all creditors obtaining executions against a debtor within a certain time are entitled to rank *pro rata* upon the estate of such debtor.

EXEMPTION.—The bed, bedding and bedsteads in ordinary use necessary and ordinary wearing apparel of debtor and his family, one stove and pipes, one crane and appendages, one pair of anvilons, one set of cooking utensils, one pair of tongs and shovel, one table, six chairs, six knives, six forks, six plates, six teaspoons, six saucers, one sugar basin, one milk jug, one teapot, six spoons, all spinning wheels and weaving looms in domestic use, ten volumes of books, one axo, one saw, one gun, six traps, and such fishing tackle and seines as are in common use, all necessary fuel, meat, fish, flour, and vegetables actually for use, sufficient for thirty days and not exceeding \$10 in value; one cow, four sheep, two hogs, and fowl therefor for thirty days; tools and implements or chattels usually in the debtor's occupation to value of \$60. No article exempt from seizure for debt contracted on account of identical article.

GAZINGMENT OF DEBTS.—In Division Court, plaintiff may (except in suit for damages) garnish debts due or accruing due to the defendant at commencement of suit, or at any time after judgment entered, and judgment debtor may be ordered to pay certain sums monthly in satisfaction of judgment. In Superior and County Courts orders to garnish debts are granted after judgment obtained. Debts due mechanics, workmen, servants or employees, in respect of wages, if under \$25, are exempt from garnishment; if in excess of \$25, only such excess can be garnished, unless the debt was contracted previous to the 1st of October, 1874, in which case the conditional exemption does not apply.

HOMESTEADS.—In the free-grant districts 200 acres may be granted by the Crown to actual settlers over 18 years old, which grants are absolutely exempt from seizure before issue of patent, after issue, as long as any interest in the land is owned by settler, his widow or heirs, it is exempt during twenty years from date of location, unless for debt secured by a valid mortgage, made subsequent to such issue.

INTEREST.—Parties may agree as to rate. Banks and insurance companies are limited to certain rates. In absence of agreement the legal rate is six per cent.

LIES.—Judgment is no lien, but creditor, upon depositing with the sheriff writs of *fi. fa.* against defendant's goods and lands, binds such property from delivery. These writs may issue simultaneously, but debt must be levied against the goods before proceeding on the lands. Mechanics, contractors, or parties supplying work, machinery or material for the erection, repairing or altering of any building, erection or mine, shall have a "Mechanic's Lien" thereon until the claim for such work or service is paid, which, to be valid, must be registered at the County Registry Office within thirty days; and every such lien attaches to the estate, legal and equitable, of the owner of such building, erection or mine, as the case may be.

LIMITATION.—On simple contracts, debts, and money demands, six years. On contracts under seal, twenty years. No distinction made as to non-resident plaintiff. Part payment of principal or payment of interest will prevent the debt from being barred, and any acknowledgment in writing of the debt, or promise in writing to pay the same, will have the like effect. The acknowledgment, however, must be such as will justify the inference of a promise to pay, and such acknowledgment or promise must be signed by the debtor or his authorized agent.

MARRIED WOMEN.—Real and personal estate exempt from husband's debts. His possession of wife's personality does not render the same liable for his debts. A married woman may purchase stocks, deposit money in banks in her own name, give receipts therefor, sue for, and be sued on account of her own property in her own name, as if she were *femme sole*. Husband is not liable for debts of wife, regarding her separate employment.

NOTARY.—Appointed by Lieut.-Governor. He draws, passes, and issues deeds, contracts, &c., &c., and attests all commercial instruments for public protestation. All foreign bills and notes must be attested by a notary. Laland bills and notes do not necessarily require protest, yet protest is always advisable, as the prosecution of the protest is *prima facie* evidence of allegations therein contained.

SECURITY FOR COSTS.—A non-resident plaintiff must give security for costs of suit if application therefor be made by the defendant, unless such plaintiff has real estate within the Province available to satisfy such costs.

QUEBEC.

ARREST.—For fraudulent departure from Canada, or sequestration of property, past or intended, with intent to defraud. No arrest for debt under \$40.00. No arrest for foreign debt. England held to be a foreign country.

ATTACHMENT.—Can issue for any debt over \$5.00 on the same grounds as arrest for debts over \$10.00.

ATTORNEY.—Has no legal power, without special consent, to receive money and discharge debtor. If moneys be not paid over, his receipt is no bar to execution to collect, unless such special consent be given him by creditor.

ASSIGNEES IN INSOLVENCY are subject to the summary jurisdiction of the Court. They are appointed by the Governor, and enter security for each insolvent estate.

COURTS.—(1.) *Circuit Court.*—Jurisdiction up to \$25 over \$100.00 appealable. In the Cities of Quebec and Montreal cases over \$100.00 are cases in the Superior Court. (2.) *Original Jurisdiction* over all cases and not cognizable by the Circuit Court, except those of pure jurisdiction. (3.) *Court of Review.*—An intermediate reviewing, before three Judges of the Superior Court, decisions of any Judge of the same Court, of appealable Circuit Court. Deposit required for costs, from \$20.00; from Superior Court, \$40.00. (4.) *Court of Appeal* is composed of five Judges, and was formerly the final Court of Appeal in this Province, except in certain cases, which are still appealable to the Privy Council in England. Costs of every kind are taxable by tariff duly revised by the authorities.

EVIDENCE.—The rules of the commercial laws of the country exist when the statute introducing them was passed. **EXECUTION** issues fifteen days after judgment.

EXEMPTION.—Six of the usual articles used in the household, together with clothing, bed and bedding of Also, fuel and food for his family for thirty days; one sheep, two pigs, fifteen hives of bees, and all tools or implements in his trade.

INTEREST.—Legal rate, where no special agreement, six per cent; any stipulated amount can be collected; but accrues only from date of suit; on notes, from maturity limited to certain rates.

LIMITATIONS.—Five years from date of maturity, for notes, also, for professional services, disbursements and sales effects; two years for work, labor, wages of workmen (no damages for offences, or quasi offences in commercial and lodging; one year for hotel or boarding-house charges.

NON-RESIDENTS.—Any non-resident must enter security by two sureties; or a money deposit—in the Circuit Court the Superior Court, \$100; also, there must be filed with the Attorney for the advocates, to sue.

NOTARY PUBLIC.—Draws and signs deeds, of which he makes authentic evidence—he retaining the originals, death, his heirs-at-law are bound to deposit them in copies or extracts may be obtained.

STAY OF EXECUTION.—On deposit of costs, as above, may be stayed eight days for *Revue*; and after final Review, one year, to appeal from such final judgment.

NEW BRUNSWICK.

ARREST.—In Supreme Court and County Courts made on affidavit of cause of action for \$20 or over. Cause of action is simply a claim, a Judge's order must be obtained. The debtor may at any time apply for examination, no property, claim his discharge. Unmarried women arrested as above, in above Courts, but no female can be arrested in any other Court. Arrest for debt can be effected in Court of St. John, and Portland Civil Court, on affidavit of \$80. Defendant may also be arrested on judgment, and held for fifty days, with above exceptions.

ATTACHMENT.—All real and personal property liable may be attached, under certain conditions, and held to satisfy anticipated judgments in pending suits.

BILLS AND NOTES.—Three days' grace allowed, must be in writing. All parties (to be held) must be present on following day, of the dishonor of a bill or note, personal service.

EXECUTIONS.—Final judgment may be signed and issued twenty days after verdict. When no appearance a writ, judgment may be signed and execution issue for ordinary debt, and thirty in case of a note or bill. The above refers to Supreme Court. In County Court, signing judgment and issuing execution is reduced by each case.

EXEMPTIONS.—The tools, implements, and instruments of trade, occupation, or profession, together with household utensils, clothing, &c., in actual necessary family; also food and a few other articles similar to those in the other Provinces.

GARNISHMENT.—Twenty dollars for wages, &c., is garnishable. With that exception, any amount due to a third party may be attached by garnishment, subsequent being signed, or even previous thereto, it must be in writing.

INTEREST.—Legal rate, six per cent. Any rate is special agreement.

LIMITATION.—For all debts and claims for the same, a payment, on account, revives claim. Any renewal, payment, must be made in writing.

78.—(1.) *Circuit Court*.—Jurisdiction up to \$200.00; cases 0.90 appealable. In the Cities of Quebec and Montreal, or \$100.00 are cases in the Superior Court. (2.) *Superior Court*.—Original jurisdiction over all cases and complaints not to be by the Circuit Court, except those of purely Admiralty law. (3.) *Court of Review*.—An intermediate appeal, by 2, before three Judges of the Superior Court, from the decision of one Judge of the same Court, of appealable cases from Court. Deposit required for costs, from Circuit Court, from Superior Court, \$40.00. (4.) *Court of Queen's Bench* of five Judges, and was formerly the final Court of appeal in cases of £500 sterling and upwards, which might or appealed to Her Majesty's Privy Council. By the late amendment of (5.) *The Supreme Court* at Ottawa, that is now the Court of Appeal in this Province, except in certain specified cases are still appealable to the Privy Council in England. (6.) *Excise*.—All cases of every kind are taxable by tariff duly revised by the ex.

EXCISE.—The rules of the commercial laws of England, as amended when the statute introducing them was passed. DECISION issues fifteen days after judgment. It may issue upon affidavit showing intended fraud or removal.

DEBT.—Six of the usual articles used in the debtor's bed, together with clothing, bed and bedding of his family. Food and fuel for his family for thirty days; one cow, four pigs, fifteen hives of bees, and all tools ordinarily used.

DEBT.—Legal rate, where no special agreement is made, six; any stipulated amount can be collected; on accounts, it only from date of suit; on notes, from maturity. Banks are to certain rates.

DEBT.—Five years from date of maturity, for notes and bills; professional services, disbursements and sales of movable two years for work, labor, wages of workmen (not domestics), for offences, or quasi offences in commercial cases, tuition fee; one year for hotel or boarding-house charges, libel, etc. (DEBTORS).—Any non-resident must enter security for costs; or a money deposit—in the Circuit Court, \$500; in Superior Court, \$100; also, there must be filed a Power of Attorney to the advocates, to sue.

DEBT.—Draws and signs deeds, of which certified copies constitute evidence—he retaining the originals. Upon his heirs-at-law are bound to deposit them in Court, where extracts may be obtained.

DEBT.—On deposit of costs, as above, execution stayed eight days for Review; and after final judgment in one year, to appeal from such final judgment.

NEW BRUNSWICK.

DEBT.—In Supreme Court and County Courts arrest may be on affidavit of cause of action for \$20 or over, but when the action is simply a claim, a Judge's order must be obtained. For may at any time apply for examination, and if he has equity, claim his discharge. Unmarried women may also be as above, in above Courts, but no female can be arrested other Court. Arrest for debt can be effected in the City of St. John, and Portland Civil Court, on affidavit of debt to the effect of \$80. Defendant may also be arrested on entering of writ, and held for fifty days, with above exception as to no.

DEBT.—All real and personal property liable to execution attached, under certain conditions, and held as security to anticipated judgments in pending suits.

DEBT AND NOTES.—Three days' grace allowed. Acceptances in writing. All parties (to be held) must be notified the following day, of the dishonor of a bill or note, by mail or service.

DEBT.—Final judgment may be signed and execution twenty days after verdict. When no appearance is entered to judgment may be signed and execution issue in forty days after debt, and thirty in case of a note or bill of exchange. Verdict to Supreme Court. In County Courts, the time for judgment and issuing execution is reduced by ten days in each Province.

DEBT.—The tools, implements, and instruments of debtor's occupation, or profession, together with bedding, furniture, bed utensils, clothing, &c., in actual necessary use by his also food and a few other articles (similar to those exempt in other Provinces). Twenty dollars for wages, &c., is exempt from sale. With that exception, any amount due defendant from party may be attached by garnishee, subsequent to judgment signed, or even previous thereto, it suit is instituted.

DEBT.—Legal rate, six per cent. Any rate is allowable, by agreement.

DEBT.—For all debts and claims for the same, six years. On account, revives claim. Any renewal, without such of must be made in writing.

MORTGAGES.—Chattel mortgages are not valid as against creditor of mortgagors, or subsequent innocent purchasers, unless filed in County Registrar's office. Mortgages on real estate must be duly signed, sealed, and delivered in presence of witness, and registered with County Registrar. Recovery can be made on bonds or covenants therein, either by ordinary action-at-law, foreclosure, or sale.

MARRIED WOMEN.—All property, real or personal, of a married woman shall remain absolutely vested in her, and not be liable for her husband's debts, provided it has not been received from her husband since their marriage, the husband however being obliged to join the wife in any conveyance of the same, as the wife joins the husband in bar of dower. Any woman deserted or abandoned by her husband has the same rights as to engaging in business, suing, being sued, &c., &c., as if she were unmarried.

REPLEVIN.—Bonds must be given for twice the value of articles in dispute, pending decision of court as to real ownership.

STATUTE OF FRAUDS.—No person shall be chargeable with the debt, default, or miscarriage of another, even on a special promise to answer for the same, unless such promise shall have been made in writing and signed by the party so promising, or by some one on his behalf, duly authorized so to do.

WILLS, &c.—Wills require two witnesses—deeds, and mortgages, one. In the case of wills, they must sign at request of testator, and in his presence, as well as in the presence of each other—all of which must be stated above their signatures, to make the document valid.

NOVA SCOTIA.

ARREST.—Actions on arrest lie, in Magistrate's Courts, in debt only, and no female can be arrested in this Court. The debt must be at least \$4, and plaintiff must make affidavit that he verily believes defendant is about to leave the Province, and that unless a *capias* be issued the debt will be lost. In the County Court a *capias* may be similarly obtained on any debt between \$20 and \$400; and in the Supreme Court on any sum over \$80. Prisoners confined under the Insolvent Debtors' Act, may be released on making a formal assignment to judgment creditor of all his property except the usual exemptions.

ATTACHMENT.—If a debtor has left the Province, and the debt amounts to \$20 or upwards, a Writ of Attachment may be issued against his goods and lands; and where a creditor has reason to believe that any person is a trustee for such debtor, having property of said debtor in his possession or control, such supposed trustee may be summoned and examined, the trust funds, if any, being bound from date of service of such summons.

CHattel MORTGAGES.—May be given in the first instance to secure bona fide debt, but may be made to include any future advances; and are not valid against judgment creditors of mortgagor, or innocent purchasers, for value, unless registered with the Registrar of Deeds for County or District.

COURTS.—One Magistrate has jurisdiction, in debt, up to \$20; two, to \$80; the Stipendiary having same as two ordinary magistrates. County Court has jurisdiction in matters of debt, from \$20 to \$400; and the Supreme Court from \$80 upwards. Non-residents may be obliged to give security for costs in either of the latter courts.

EXECUTION may issue immediately on entering judgment being entered, and may be renewed at any time within six years. Lands cannot be sold till judgment has been recorded twelve months, and the land advertised thirty days in the official Gazette, and twenty days by hand-bills.

EXEMPTIONS.—These are practically the same as in the foregoing Provinces, including tools and implements of trade or profession, wearing apparel, bedding, household utensils, of self and family, cow, &c., &c.

GARNISHEE.—This process can only be accomplished in Supreme or County Court, and then not in the case of absconding debtors.

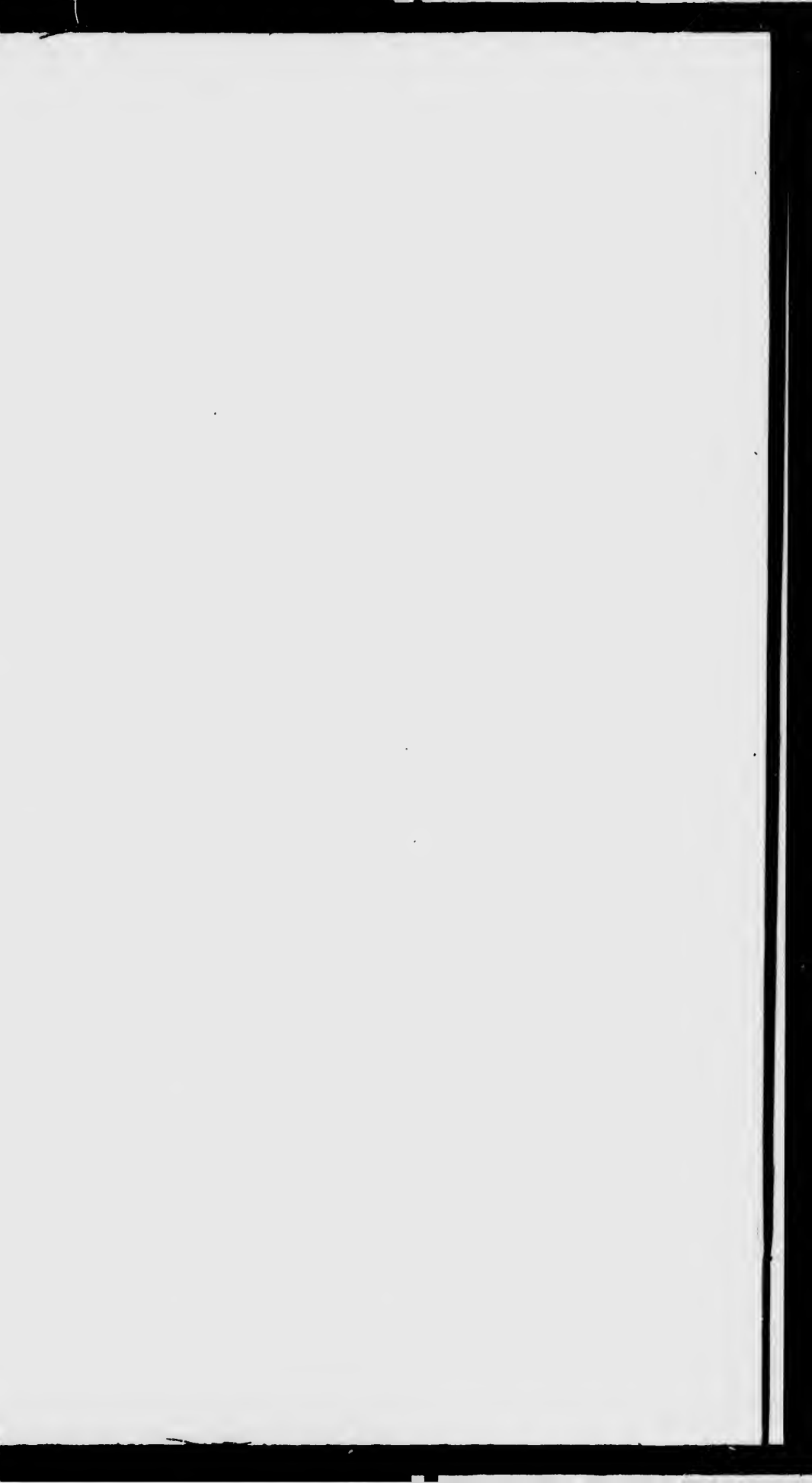
INTEREST.—Legal rate, six per cent. Seven is allowable by special contract, when the security is real estate, and ten where it is personal property.

JUDGMENT.—A certificate of judgment may be obtained from the clerk or prothonotary of any Court wherein entered, and such certificate being recorded with the Registrar of Deeds where debtor owns land, binds the said land for twenty years from date of registry, and ranks as a mortgage.

LIMITATION.—On ordinary contracts, and arrears of dower, rent, or interest, six years from date of cause of action. Money secured by mortgage, judgment or lien upon lands or rent thereof, twenty years. Debtor must be within jurisdiction of Court when time commences to count. Payment on account of either principal or interest, or a promise in writing to renew the same, constitutes a renewal.

MARRIED WOMEN.—May own real estate, but cannot convey the same without consent of husband. All personal property owned by her previous to or acquired since marriage, becomes the absolute property of husband, unless in trust for her sole benefit.

REPLEVIN.—In case of goods or chattels wrongfully seized or detained, an action in Replevin lies, to which may also be added an action for damages. Action in Replevin must be instituted by affidavit of right of possession or ownership, and accompanied by a bond of double the value of the goods in dispute, as a guarantee for costs.



Historical Sketch of the

GEOGRAPHICAL POSITION AND EXTENT

With a single possible exception, the County of Grey possesses a greater area of inhabited territory than any other of the forty-three counties of the Province of Ontario. Situated on the south shore of that great inland lake, the Georgian Bay, it is bounded east, west, and south by the Counties of Simcoe, Bruce, and Wellington, whose bounds form three sides of a square; the fourth side being extremely irregular, owing to the indentations of the waters which have its northern shore.

It is composed of the Townships of Artemesia, Bentuck, Collingwood, DeGrey, Egremont, Enderbush, Glenora, Holland, Keppel, Melancthon, Newnham, Peasey, Peaton, Sarawick, Sydenham, Sydenham, and St. Vincent, besides the Incorporated Towns of Owen Sound, Port Huron, and Meaford, the Incorporated Village of Shelburne, and the Police Village of Chatsworth.

It contains an area of 576,461 acres, or almost exactly 1,800 square miles. It is one half the size the State of Connecticut, nearly as large as the whole of Delaware, and would make several States the size of Rhode Island.

TOPOGRAPHICAL AND GEOLOGICAL

Of the six geological areas or divisions into which the Province of Ontario is classed, the County of Grey occupies the middle space between the third and fourth. We might mention that these six divisions consist of the (I.) Lower Ottawa, (II.) Northern Townships, (III.) Ontario, (IV.) Erie and Huron, (V.) Manitoulin, and (VI.) Upper Lakes. The names of these respective divisions is sufficient indication of their geographical position; and the third and fourth might be better described, as to their general characteristics, by saying that the first named consists of an essentially agricultural area, underlain by limestones, shales, and other sedimentary rocks in comparatively unbroken stratification; while the latter, which also comprises one of the most fertile agricultural sections on the North American Continent, is occupied throughout by comparatively undisturbed limestones and other Silurian and Devonian strata, with overlying drift clays and sands, and more recent superficial deposits.

As before observed, the dividing line between these two areas passes through the county now under observation, the boundary, as a whole, running from the Niagara River, through Quinton, Thorold, Grimsby, Hamilton, Dundas, Georgetown, Orangeville, and the "Blue Mountains" of Northern Grey to Cabot's Head on Georgian Bay. The ridge which forms this boundary is known as the "Great Niagara Escarpment," formerly only so called along that river, but the name gradually extending to apply to the whole ridge, or chain of mountains, so to speak, which forms a division between territories possessed of more widely differing topographical characteristics, even, than of geological. To the east the character of the surface is, as a rule, more broken and irregular; to the west more even and smooth; while along and in the neighborhood of the "Escarpment" the topography is fully as rough as almost any description designated as "mountainous" would indicate, at least in this Province, where mountains in the inhabited parts are the exception both in size and extent.

It thus happens that much of the topography of Grey is of the roughest character computed with that of the region to the west, although the south western portion thereof, which comes fairly within the bounds of the Erie and Huron District, more nearly approaches the general description of the fourth geological division above mentioned; and, in fact, all through the county there are wide stretches of level land, the qualities of good and worthless in the soil being neatly identical with the areas of rough and smooth, and in great measure proportionate to the respective regularity or irregularity of the sand areas.

The chief formations of the third district include, in ascending order, the Port Huron, Trenton, Utica, Huron, Medina, and Clinton; those of the fourth the Niagara, Guelph, Onondaga, Lower Helderberg, Onkany, Contereous, Hamilton, and Portage Chemung; both being overlain by the Glacial and Post Glacial formations, and Recent deposits. The principal exposures of the first named formations east of the Escarpment, in Grey, so far as at present known, are the "Clinton," in various sections of the "Blue Mountains" above mentioned, averaging 80 to 100 feet in thickness; the "Hudson," in numerous parts of the Townships of Collingwood, St. Vincent, and Keppel; and the "Clinton," in the cliffs in the vicinity of Owen Sound, and along the River Sydenham. Technically described, the Utica formation consists of dark brown or black bituminous shales, which weather light grey, and yield by atmospheric disintegration a very fertile soil; the "Hudson" is essentially represented by greenish grey and brown shales, sandstones of a total thickness of about 750 feet; and the "Clinton" is mostly composed of green, red, and grey shales, highly friable in places, with some interstratified dolomitic limestones, aggregating a thickness in the neighborhood of Georgian Bay of nearly 200 feet.

The only formations incident to the fourth district which show exposures within Grey County are the "Niagara" in Artemesia, and about Owen Sound; the "Guelph," on the Rocky Sargen, in the Township of Bentuck; and the "Onondaga" or "Gypsiferous," near Ayrton and Newnham. It should be remarked that the "Niagara" formation, as shown in the fourth district, is made up of dark grey calcareous shales and thick bedded limestones, both of which are more or less magnesian and bituminous; the "Guelph" formation consisting of white or light colored dolomites of a peculiar semi-crystalline or granular texture, containing various fossils; and the "Gypsiferous," of thin bedded dolomites, of a yellowish or pale grey color,

associated with greenish red brown argillaceous shales, and masses of irregular beds of gypsum.

The only one of these of any economic value (so far as in the territory under discussion) comprises building stone of but not superior quality, which is more or less used in buildings throughout the county.

The greater portion of the higher land throughout is covered by scattered evidences of the Glacial period, while Glacial and Recent deposits proper cover the whole except localities where the earlier formations develop exposures.

EARLY SETTLEMENT

That epoch in the history of any locality which comes before us is necessarily one of paramount interest, and believing that "time" should be the essence; but in proportion as this truth is to be desired quality seems to be difficult of supplying it seems to be increased, and particularly application of the above suggestion, that it does sufficiently interesting to compile until it has passed to a reader it is difficult to obtain from the fact that the "Chronicle of this "Canada of ours" has not yet sufficiently developed local historical article of great demand. In the particular view, however, time is not so remote since the very first to believe that suggestive event, or at least the general feature with it, in many very darkened mists. Particular names and dates are certainly as difficult to grasp in some cases as with a past gown dim with age; but in our case it is more surroundings and accompaniments of the early settlement and to present, than an account in detail of each particular, or the relative of absolute dates of their respective settlement.

The first part of the present County of Grey ever settled that portion of the Township of Melancthon known as the "Key," consisting of four concessions on the east side of the bordering the Township of Mulmur, in the County of Simcoe, was done as early as the year 1830, but no settlers came until the "Old Survey" for several years later; and then a part of Simcoe County belongs the honor of the settlement within the limits of this county, who in its own than doubles the smallest of the United States.

The first actual settler in the county was Charles Rankin, many years of Owen Sound, a brother of Colonel Rankin, the M.P. for the County of Essex. Mr. Rankin was a settler in the major portion of what is now this county, was surveyor of the first in order of date were the Townships of St. Vincent, Ingersoll, both in the year 1833. In the spring of 1834, or early as the winter of 1834-5, this gentleman made a clearing of 200 acres, and planted some potatoes, which yielded 37 bushels in the ensuing autumn. The house he erected clearing was the first human habitation in the present County of Grey, and the above was the first crop planted in the county.

Mr. Rankin lived on the above lot till the latter part of the year 1835, when he removed to York (Toronto), returning to settle permanently in Owen Sound, then Sydenham, in 1840, before and after his residence in St. Vincent he was engaged in new townships for the Government, among them being St. Vincent and Collingwood, as above mentioned; Sydenham, Artemesia, Peasey, Keppel, part of Melancthon, St. Peaton, in the present County of Grey, though several were formerly in Simcoe, besides a large number of townships in Bruce.

While speaking of the surveys, we might further mention names were given to the townships by the officials at the Office, before they were laid out, from a "skeleton" plan generally called after some English celebrity, though they were, sometimes lost to the result; for instance, Collingwood, originally called "Atta," from being at the time of its survey, the highest point of land in Ontario; and St. Vincent was named "Zaire," from its nearest supposed proximity to the mouth of that river.

We are situated in some historical reminiscences the "Survey" of the Township of Melancthon was settled a year after its survey, which was in 1830. We are as Rankin that as late as 1840, when Sydenham was first settled. Melancthon had not a single resident, the nearest being on the townline between Melancthon and Monro, but in the ship, and further, that the earliest settlement subsided was also in St. Vincent, which came to be the home of a later population in the rural districts, went in the vicinity to the time of the Rebellion; and in fact that, and subsequent to the Rebellion, St. Vincent and Collingwood townships which had been settled at all. But in the natural reminiscences, as in some other matters, "doctors."

The second settler within the county was Captain W. W. was a retired army officer, and was closely followed by an ex-quartermaster of the army. Both took large grants of officers, the former having 1000 acres, "Squire" brother, John Lundy, and one Beebe, also came in in 1833, Workman and Waddell having come in the early season. The wives of Captain Workman and "Squire" the first white women ever resident in the county, and after the first advent of their husbands, in the autumn of 1833.

The above named were the only ones, so far as can be settled within the county up to 1835; but during that large addition was made to the population of St. Vincent

"Moved by Mr. Carney, seconded by Mr. Allen, in amendment,
"That James Beachell be Provisional Warden. Carried.
"Thos. Gordon, Clerk, *pro tem.* Thos. Linn, Presiding Officer."
George James Gale was thereupon appointed Ins. Clerk of the Pro-
visional Council, and Thomas Gordon, Provisional Treasurer. Mr.

dale received the appointment to the clerkship when Grey passed from a provisional to an independent county, and has ever since continued in the office. The other members of the first Provisional Council (not present at the above meeting) were Messrs. O'Monaghan and Purdy.

The second and last Provisional Council (1854), was composed of Messrs. Hugh Abercrombie, James Allen (Holland), James Beardsell (McLanethon and Proton), who was also elected to Warden, Adam Brown (Egremont), H. Caines, Sodenham, W. K. Fletcher, Artemesia, Geo. J. Gledhill, Collingwood, Sir James D. Hay (Osprey), S. A. Jones, Derby, Thomas Lamm (Sydenham), McNabb, Thos. Pungish (Sullivan), Jesse T. Purdy, St. Vincent, Reah, Walker, and Wm. Watt (Normandy).

During this year the County Buildings were completed, and the county entered upon its independent municipal existence in 1854, the meeting being held at Coleman's Inn in the Village of Sydenham, Jan. 23rd, with the following gentlemen representing the several minor municipalities.

Artemesia, W. K. Fletcher; Bentinck, Geo. Jackson; Collingwood, Solomon B. Olmstead; Derby, Hugh Coulter; Egremont, James L. Doyle; Ephrasia, James Kerr; Gledhill, James McGirr; Holland, James Allen, Sr.; and James Allen, Jr. (both claimed the seat as a committee of the Council elected in favor of the latter); McLanethon and Proton, James Beardsell; Normandy, Thomas Lackey; Osprey, Sir James D. Hay, Bart.; St. Vincent, Jesse T. Purdy; Sullivan, Thomas Pungish; Sydenham, Richard Catney and Wm. McDonald. Richard Caneby was elected Warden for the above year, being therefore the first for the new county, it having previously existed only "provisionally."

The various County Compeels for the succeeding years, up to the present time, have been as below. The first named in each case is the Reeve, and where more than one name occurs opposite a single municipality, those following are Deputy Reeves.

1855. Artemesia, W. K. Fletcher; Bentinck, George Jackson; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, J. L. Doyle; Ephrasia, James Kerr; Gledhill, James McGirr; Holland, George Davitt; McLanethon and Proton, Wm. Anthe and E. B. Grey. Both claimed the seat, Grey being sustained by the Council. Normandy, Thos. Lackey; Osprey, Edward Horton; St. Vincent, D. L. Layton; Sullivan, Thos. Pungish; Sydenham, Wm. McDonald; R. J. Campbell. *Warden, W. K. Fletcher.*

1856. Artemesia, W. K. Fletcher; Bentinck, J. Moosie; J. B. Davis; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, A. Swanwick; Ephrasia, James Kerr; Gledhill, Jas. McGirr; Holland, Geo. Davitt; McLanethon and Proton, Thos. McKee; Normandy, Thos. Lackey; Osprey, Edward Horton; St. Vincent, Jas. Kerr; Sullivan, Thos. Pungish; Sydenham, Wm. Miller; R. J. Campbell. *Warden, W. K. Fletcher.*

1857. Artemesia, W. K. Fletcher; Bentinck, J. Moosie; J. B. Davis; Collingwood, W. Fleming; Derby, S. A. Jones; Egremont, Adam Brown; R. Morrison; Ephrasia, James Kerr; Gledhill, James McGirr; A. Black; Holland, George Davitt; J. Fleming; McLanethon, Thos. McKee; Normandy, Henry McMahon; W. H. Ryan; Osprey, Thos. Gangey; Proton, E. B. Grey; St. Vincent, Jas. Kerr; Sullivan, Thos. Pungish; Sydenham, R. J. Campbell; S. Cameron; Town of Owen Sound, Wm. Miller. *Warden, W. K. Fletcher.*

1858. Artemesia, W. K. Fletcher, Alex. Town; Bentinck, Geo. Jackson; Thos. Allen; Collingwood, Wm. White; Derby, Wm. Newlands; Egremont, Adam Brown; Ephrasia, Hugh Abercrombie; Gledhill, John Black; Neil McAnnell; Holland, Geo. Davitt; Joseph Byers; McLanethon, Elias B. Grey; Normandy, H. McMahon; David Winkler; Osprey, Thos. Gangey; Proton, Thos. McKee; St. Vincent, John Grier; Sullivan, Adam S. Elliott; Sydenham, Wm. Lane; Owen Sound, Alex. M. Stephens. *Warden, George Jackson.*

1859. Artemesia, W. K. Fletcher, Alex. Town; Bentinck, George Jackson; Thomas Allen; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, Jas. Reid; Wm. Stephenson; Ephrasia, Hugh Abercrombie; Gledhill, Jas. Edge, Wm. Bell; Holland, Geo. Davitt; Keppel and Sarawak, L. Ormiston; McLanethon, Chas. McDowell; Normandy, Henry McDonald; John Munroe; Osprey, Thos. Gangey; Proton, Wm. McMahon; St. Vincent, James Grier; Sullivan, A. S. Elliott; Sydenham, Robert McArthur; Jas. Gardner; Owen Sound, Thos. Scott; Alex. M. Stephens. *Warden, George Jackson.*

1860. Artemesia, W. K. Fletcher, John McDonald; Bentinck, Geo. Jackson; Alex. Smith; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, James Reid; James Hartley; Ephrasia, Hugh Abercrombie; Gledhill, James Edge; Neil McAnnell; Holland, Geo. Davitt; Keppel and Sarawak, W. McNight; McLanethon, Paul Jarvis; Normandy, W. H. Ryan; Geo. Stewart; Osprey, Thomas Gangey; Proton, Wm. McDonald; St. Vincent, Jesse T. Purdy; Sullivan, V. S. Elliott; Sydenham, Robert McArthur; R. J. Campbell; Owen Sound, Thomas Scott. *Warden, George Jackson.*

1861. Artemesia, W. K. Fletcher, John McDonald; Bentinck, George Jackson; James Hopkins; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, Wm. Coulter; Henry Wakefield; Ephrasia, James Kerr; Gledhill, A. B. McNabb; Neil McAnnell; Holland, Geo. Davitt; Keppel and Sarawak, Wm. Nought; McLanethon, Paul Jarvis; Normandy, Henry McMahon; D. Winkler; Osprey, Thomas Gangey; Proton, Wm. McDonald; St. Vincent, Jesse T. Purdy; Jas. Grier; Sullivan, A. S. Elliott; Sydenham, R. McArthur; John Caper; Owen Sound, Alex. M. Stephens. *Warden, George Jackson.*

1862. Artemesia, W. K. Fletcher, John McDonald; Bentinck, Geo. Jackson; James Hopkins; Collingwood, Wm. White; Derby, Thos. McKee; Egremont, Henry Wakefield; Ephrasia, James Kerr; Gledhill, A. B. McNabb; Neil McAnnell; Holland, Geo. Davitt; Keppel and Sarawak, Wm. Nought; McLanethon, Paul Jarvis; Normandy, W. H. Ryan; R. Morrison; Osprey, Thomas Gangey; Proton, Wm. McDonald; St. Vincent, J. Grier; J. T. Purdy; Sullivan, D. Bryant; Sydenham, J. Caper; J. McDonald; Owen Sound, A. M. Stephens. *Warden, George Jackson.*

1863. Artemesia, W. K. Fletcher, John McDonald; Bentinck, James Hopkins; A. Cochran; Collingwood, Wm. Reid; Derby, Jas. McKee; Egremont, H. Wakefield; S. Wallis; Ephrasia, James Kerr; Gledhill, James Kerr; Wm. Morrison; Holland, Joseph Byers; Wm. Henry; Keppel and Sarawak, J. B. McKee; McLanethon, Chas.

McDowell; Normandy, W. H. Ryan; J. Roberts; Gangey, John Hamilton; Proton, Wesley Ann; James Grier; James Stewart; Sullivan, Caleb; John Caper; James Gardiner; Owen Sound, Wm. Lane; John McDowell. *Warden, John McDowell.*

1864. Artemesia, W. K. Fletcher, J. H. Vron; Hopkins, A. Cochran; Collingwood, Alex. Mott; Derby, David Johnston; Egremont, John Shultz; Ephrasia, Jas. Edge; S. H. Chaffey; Holland, Wm. Keppel and Sarawak; Alex. Bell; McLanethon, Wm. H. Ryan; D. Winkler; Osprey, Hamilton; Proton, R. Montgomery; St. Vincent, McLaren; Sullivan, S. R. Conger; Sydenham, Gardiner; Owen Sound, S. J. Lane; John Chisholm. *Warden, James McKee.*

1865. Bentinck, James Hopkins; A. Cochran; H. Rogers; Derby, James Webster; Egremont, Shultz; Ephrasia, Jas. Kerr; Gledhill, James J. Holland; Geo. Davitt; Wm. Howey; McLanethon, Normandy, H. McMahon; J. Robertson; Osprey, Hamilton; Proton, Wm. McDonald; St. Vincent, James Drummond; Sullivan, S. R. Conger; Syd James Graham; Owen Sound, S. J. Lane; David Crankshaw; Thos. and Lave represented Alex. Sarawak. *Warden, Thomas Gangey.*

1866. The members of the County Council for the first year elected by the people, out of the twelve, the Reeve and Deputies having been elected by several Township Councils from among themselves. W. K. Fletcher, Thos. Wright; Bentinck, Jas. Ho; Collingwood, Wm. Whit; D. Wright; Derby, R. H. Wakefield; Jas. L. Doyle; Ephrasia, James James Edge; John A. Lamprey; Holland, D. M. Howey; Keppel and Sarawak, J. B. McKee; McLanethon, Normandy, H. McMahon; D. Winkler; Gangey, J. Hamilton; Proton, Wm. McDonald; Stewart, James Drummond; Sullivan, C. Mott; Sydenham, H. Reid; Jas. Graham; Owen Sound, John. *Warden, Wm. K. Fletcher.*

1868. Artemesia, W. K. Fletcher, Thos. Wright; Hopkins, A. Cochran; Collingwood, Wm. Whit; Derby, Thos. Shout; Egremont, R. F. Brown; J. James Patterson; Gledhill, Jas. Edge; John A. Lamprey, M.D.; Wm. Howey; Keppel, Alex. B. Metcalf; Normandy, Henry McMahon; Thos. Sin; Gangey, John Douglas; Proton, Wm. McDonald; Stewart, Jas. H. Burnett; Sarawak, John E. M. Duncan; McLanethon, James Beattie; Sydenham, Graham; Owen Sound, S. J. Lane; Henry Kennedy; J. Lave; by acclamation.

1869. Artemesia, W. K. Fletcher, Robt. Tomlin; Hopkins, A. Cochran; Collingwood, Neil McDell; Derby, Thos. Shout; Egremont, H. Wakefield; S. W. Jas. Patterson; Gledhill, James Edge; John A. Lamprey, M.D.; Wm. Howey; Keppel, Thos. then, Robert Metcalf; Normandy, Thos. Smith; Osprey, Thos. Gangey; John Douglas; Proton, Wm. Vincent; James Stewart; C. R. Sing; Sarawak, H. James Beattie; James Duffie; Sydenham, Hugh Reid; Owen Sound, S. J. Lane; John Chisholm. *Warden, acclamation.*

1870. Artemesia, W. Leckie, Peter Campbell; Hopkins, Samuel Jackson; Collingwood, Wm. W. Derby; Robert Lamb; Egremont, Henry Wakefield; Ephrasia, James Patterson; James Knott; Gledhill, Lamprey; Holland, D. McGregg; J. Cameron; man; McLanethon, Robert Metcalf; Normandy, David Winkler; Osprey, John Hamilton; Joseph Wm. McDonald; St. Vincent, C. R. Sing; Jas. J. Doyle; Sullivan, James Beattie; Joseph Dunn; Hugh Reid; James Graham; Owen Sound, S. J. Lane. *Warden, S. J. Lane, by acclamation.*

1871. Artemesia, W. Leckie, Dr. Ghent; Hopkins, Samuel Jackson; Collingwood, Neil McDell; Derby, Robert Lamb; Egremont, David Metcalf; Ephrasia, James Patterson; James Knott; Gledhill, Lamprey; Holland, D. McGregg, M.D.; J. Cameron; Pettman; McLanethon, Robert Metcalf; Normandy, A. McDowall; Osprey, Thos. Gangey; J. Doug; W. McDonald; St. Vincent, C. R. Sing; James Barne Doyle; Sullivan, James Beattie; D. McGillivray Reid; James Gardiner; Owen Sound, S. J. Lane. *Warden, James Edge.*

1872. Artemesia, W. Leckie, M. Richardson; Jackson, S. Jackson; Collingwood, S. McMahon; J. Gangey; Egremont, S. McIntyre; J. Doyle; Ed; J. Knott; Gledhill, Jas. Edge; J. H. Hunter; Ed; J. Cameron; Keppel, A. Brown; A. Bell; Metcalf; Normandy, H. McMahon; G. H. Solie; Gangey, E. Pratt; Proton, A. McPhail; St. Vincent, Burnett; A. Thompson; Sarawak, R. J. Doyle; W. Frost; Sydenham, H. Reid; J. Gardiner; Owen Sound, A. Cressor. *Warden, S. J. Lane.*

1873. Artemesia, W. Leckie, M. Richardson; Hopkins, H. Bingham; Collingwood, Joseph C. Derby; David Johnston; Egremont, S. McIntyre; Ephrasia, J. Patterson; R. Miles; Gledhill, James J. Holland; Wm. Howey; J. Cameron; Keppel, A. McLanethon, H. Metcalf; Normandy, A. McEldowney; Proton, A. McGirr; Proton, A. McPhail; C. R. Sing; A. Thompson; Sarawak, Samuel Redfern; J. Drummond; Sydenham, D. Reid; J. Gardiner; Miller; D. A. Cressor; Town of Durham, Duncan H. Brown. *Warden, S. J. Lane.*

1874. Artemesia, W. Leckie, A. E. Elliott; J. W. Landlaw; Collingwood, J. Burke; Wm. Whit; Egremont, J. Mott; S. Doyle; Ephrasia, Alex. Glendy; J. H. Hunter; W. Morrison; J. J. Cameron; Keppel, A. Brown; W. Tait; Metcalf, J. Slack; Normandy, A. S. McDowall; Thos. Gangey, E. Pratt; Proton, J. J. Middleton; Sing, A. Gifford; T. A. Brown; Sarawak, S. J.

L SKETCH OF THE COUNTY OF GREY.

well, Normandy, W. H. Ryan, J. Robertson, Osprey, Thomas, J. John Hamilton, Proton, Wesley, Armstrong, St. Vincent, G. Grier, James Stewart, Sullivan, Gable, Menden, Sydenham, Gargner, James Gardiner, Owen Sound, A. M. Stephens, J. Jones, M. Donovan.

65. Artemesia, W. K. Fletcher, J. H. Veomans, Bentinck, Jas. L., A. Cochran, Collingwood, Alex. Mitchell, Derby, R. L. Egremont, H. Wakefield, John Shields, Ephraim, Jas. Kerr, Wm. Edge, S. R. Chaffey, Holland, John Layton, Wm. J. Keppel and Sarawak, Alex. Bell, McLancthon, Robt. McTear, Wm. H. Ryan, D. Winkler, Osprey, Thos. Ganev, John Hott, Proton, H. Montgomery, St. Vincent, James Stewart, D. Kerr, Sullivan, S. H. Gargner, Sydenham, Hugh Reid, James Kerr, Owen Sound, S. J. Lane, John Chisholm. *Warden, W. K. Fletcher.*

66. Bentinck, James Hopkins, A. Cochran, Collingwood, D. Egremont, Derby, James Webster, Egremont, S. Wallace, John H. Eglington, Jas. Kerr, Glenelg, James Edge, S. H. Chaffey, Ed. Geo. Deavitt, Wm. Howey, McLancthon, Robt. McTear, Jas. H. McMahon, J. Robertson, Osprey, Thomas Ganev, J. Hott, Proton, Wm. McDonald, St. Vincent, James Stewart, J. Drummond, Sullivan, S. R. Gargner, Sydenham, Hugh Reid, A. Graham, Owen Sound, S. J. Lane, David Christie, Messrs. Leckie, Davidson, and Leve represented Artemesia, Keppel and Wm. J. Doyle, THOMAS GANEV.

67. The members of the County Council for this year were first elected by the *popular vote* of the respective municipalities. The Reeves and Deputies having been heretofore chosen by the Township Councils from among themselves. 68. Artemesia, Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, grassed, Wm. Whit, D. Wright, Derby, R. L. Frost, Egremont, Wm. Edge, Jas. L. Doyle, Ephraim, Jas. Kerr, Glenelg, James Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

68. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

69. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

70. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

71. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

72. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

73. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

74. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

75. Artemesia, W. K. Fletcher, Thos. Wright, Bentinck, Jas. Hopkins, A. Cochran, Collingwood, Wm. White, James Kerr, J. Thomas Shook, Egremont, R. F. Brown, J. Shields, Ephraim, S. Patterson, Glenelg, Jas. Edge, John A. Lamprey, Holland, D. McTear, Wm. J. Keppel, Alex. Bell, McLancthon, Wm. J. Keppel and Sarawak, J. R. McKenney, McLancthon, Wm. J. Keppel, Normandy, H. McMahon, D. Winkler, Osprey, Thomas Ganev, J. Hamilton, Proton, Wm. McDonald, St. Vincent, James Kerr, James Drummond, Sullivan, C. Morlan, James Beattie, Hugh H. Reid, Jas. Graham, Owen Sound, S. J. Lane, J. Chisholm. *Warden, Wm. K. Fletcher.*

Beattie, J. Drummond, Sydenham, H. Reid, J. Gardiner, Owen Sound, S. J. Lane, A. Frost, Durham, D. McCallum, Warden, James Patterson.

1875. Artemesia, W. S. Christie, M. D., A. Elliott, Bentinck, Jas. Hopkins, W. Landlaw, Collingwood, J. Burke, Wm. White, Derby, Robt. Linn, Egremont, J. Murdoch, W. Lawrence, Ephraim, R. Myles, A. E. Knott, Glenelg, J. H. Hunter, A. McDonald, Holland, D. McGregor, M. D., J. Cameron, Keppel, A. Brown, W. Totten, McLancthon, Wm. Arthur, W. F. Jelly, Normandy, A. S. McDonald, J. Keown, T. Smith, Osprey, A. McGirr, A. McIntyre, Proton, J. J. Middleton, A. Gillis, St. Vincent, J. H. Burnett, N. Reid, Sarawak, J. M. Kenzie, Sullivan, W. Frost, G. Smith, Sydenham, H. Reid, G. Gardiner, Owen Sound, A. Frost, C. Barnhart, M. D., Durham, Geo. Jackson, Town of Meaford, J. Stewart. *Warden, George Jackson.*

1876. Artemesia, W. S. Christie, M. D., A. Elliott, Bentinck, David McNicol, W. Landlaw, Collingwood, J. Burke, Wm. White, Derby, Robt. A. Stark, Egremont, James Murdoch, Robt. Lawrence, Ephraim, R. Myles, John Perrett, Glenelg, Finlay McRae, Thomas Whitmore, Holland, Duncan McGregor, M. D., John Cameron, Keppel, A. Brown, Francis Mills, McLancthon, R. McTear, W. F. Jelly, Normandy, A. S. McDonald, J. Keown, W. Totten, Thos. Ganev, A. McIntyre, Proton, J. J. Middleton, W. McMurdo, St. Vincent, Jas. H. Bennett, Nicholas Reid, Sarawak, John McKenney, Sullivan, James Beattie, George Smith, Sydenham, H. Reid, James Gardiner, Owen Sound, A. M. Stephens, Dr. Barnhart, Durham, George Jackson, Meaford, A. Thompson. *Warden, Joseph Bonk.*

1877. Artemesia, Bentinck, Collingwood, Derby, McLancthon, Normandy, St. Vincent, Sydenham, Owen Sound, and Meaford were represented the same as the previous year. Egremont, Ephraim, Glenelg, Keppel, and Proton had the same Reeves. Holland and Osprey returned the same Deputies. The changes were: Egremont, N. D. McKenney, Deputy; Ephraim, A. E. Knott, Deputy; Glenelg, W. McDonald, Deputy; Holland, Wm. Howey, Deputy; Keppel, W. Flarty, Deputy; Osprey, A. McIntyre, Deputy; Proton, J. Middleton, Deputy; Sarawak, R. J. Doyle; Sullivan, Joseph Drummond, J. Folles, Durham, Gilbert McKenney. Robert McGirr was chosen *Warden.*

1878. Artemesia, W. S. Christie, M. D., A. Elliott, Bentinck, D. McNicol, W. Landlaw, Collingwood, J. Burke, Wm. White, W. Kerr, Derby, Robt. Linn, Egremont, J. Murdoch, D. McCallum, Ephraim, R. Myles, E. E. Knott, Glenelg, Finlay McRae, S. Doudly, Holland, Wm. Howey, J. Cameron, Keppel, A. Brown, W. Flarty, McLancthon, R. McTear, H. Hewitt, Normandy, A. S. McDonald, J. Keown, W. Totten, Osprey, A. McGirr, A. McIntyre, Proton, J. J. Middleton, J. Page, St. Vincent, C. R. Sing, N. Reid, Sarawak, R. J. Doyle, Sullivan, W. Pinner, J. Folles, Sydenham, H. Reid, J. Gardiner, Owen Sound, A. M. Stephens, C. E. Barnhart, M. D., Durham, G. McKenney, Meaford, J. Cleland. *Warden, James McMurdo.*

1879. Artemesia, W. S. Christie, M. D., A. Elliott, Bentinck, D. McNicol, W. Landlaw, Collingwood, J. Burke, Wm. White, W. Kerr, Derby, Robt. Linn, Egremont, J. Murdoch, D. McCallum, Ephraim, R. Myles, E. E. Knott, Glenelg, Finlay McRae, S. Doudly, Holland, Wm. Howey, J. Cameron, Keppel, A. Brown, W. Flarty, McLancthon, R. McTear, H. Hewitt, Normandy, A. S. McDonald, J. Keown, W. Totten, Osprey, A. McGirr, A. McIntyre, Proton, J. J. Middleton, J. Page, St. Vincent, C. R. Sing, N. Reid, Sarawak, R. J. Doyle, Sullivan, W. Pinner, J. Folles, Sydenham, H. Reid, J. Gardiner, Owen Sound, A. M. Stephens, C. E. Barnhart, M. D., Durham, G. McKenney, Meaford, J. Cleland. *Warden, Dr. Barnhart.*

1880. Artemesia, W. S. Christie, M. D., Reeve, Samuel Pollard, Deputy Reeve, Bentinck, David McNicol, Reeve, Jacob Messenger, 1st Deputy; John McCallum, 2nd Deputy; Collingwood, Neil McCallum, Reeve; Wm. White, 1st Deputy; Wm. Kerr, 2nd Deputy; Derby, Robt. A. Stark, Reeve; Egremont, James Murdoch, Reeve; W. Lawrence, Deputy; Ephraim, E. E. Knott, Reeve; Jas. Boyd, Deputy; Glenelg, Finlay McRae, Reeve; Thos. Davis, Deputy; Holland, Wm. Howey, Reeve; John Cameron, Deputy; Keppel, W. Totten, Reeve; John Clarke, Deputy; McLancthon, Wm. Arthur, Reeve; Wm. August, Deputy; Normandy, John Keown, Reeve; John Blyth, 1st Deputy; Wm. Winkler, 2nd Deputy; Osprey, Thos. Ganev, Reeve; John Douglas, Deputy; Proton, J. J. Middleton, Reeve; Samuel Fleming, Deputy; St. Vincent, C. R. Sing, Reeve; Nicholas Reid, Deputy; Sarawak, Robert McNaught, Reeve; Sullivan, John Sparrow, Reeve; James Vasey, Deputy; Sydenham, Wm. Lang, Reeve; John Donald, Deputy; Reeve, Town of Owen Sound, Wm. A. McCallum, Reeve; John Fox, Deputy; Town of Durham, Gilbert McKenney, Reeve; Town of Meaford, J. Cleland, Reeve; Village of Shelburne, W. Jelly, M. P. P., Reeve.

The following are the county officials

Warden	Finlay McRae (Reeve of Glenelg)
County Clerk	George James Gale
County Treasurer	Stephen J. Parker
County Auditors	George Jackson, M. P. George Sander
County Engineer	Thomas Donovan (Thomas Gordon (West Grey) Wm. Ferguson (East Grey) Andrew Grier (South Grey))
Public School Inspectors	Henry Macpherson Samuel L. Lane, M. P.
County Judge	Alfred Frost
County Crown Attorney	William Armstrong
Clerk of the Peace	George Inglis
Clerk of the Crown and Pleas	Charles H. Moore
Sheriff	Robert McKnight
Registrar, North Grey	Thomas Lander
Registrar, South Grey	John Miller
Governor of Jail	John Miller

In looking over the list of County Council representatives from the various municipalities, it will be noticed that a great many of them held their positions for a very long term of years. This is probably the case with the County of Grey more than with any other in the Province, at least so far as we have had the opportunity to judge, and this fact is of itself one of the strongest of arguments in favor of the theory, which is likewise a generally admitted fact, that the local public men of the county have been and are of a class which, by comparison with those who held and have held similar positions elsewhere, stand in the front rank as municipal legislators.

POLITICAL HISTORY

The first election for Parliamentary purposes, in which the people of Grey were interested, or at the time of which there were enough of inhabitants within its limits to make it a factor in the general aggregate of any constituency, however small, was the general election for the second Parliament of United Canada, held on November 10th, 1841, under the Government Generalship of Lord Metcalfe. At this time Wellington and Grey were united in one constituency. The election was between James Webster, Tory, and A. J. Ferguson—subsequently, Hon. A. J. Ferguson—Liberal. Webster was returned as elected, but on petition was unseated, and the seat given to his opponent.

The same gentlemen were again candidates at the general election of June 2nd, 1848: third Parliament. This time Hon. Mr. Blair was returned at the head of the poll, though it is said that his opponent scented (with the exception of Robert Patterson and Arch. McMurtry) every vote on the Harbaford Road, all the way from Sydenham to Fergus. The majority for the Hon. Mr. Blair was small.

At the next general election—spring of 1852, fourth Parliament—Mr. Blair was opposed by one Wright, who had been Warden of the United Counties. Wright, however, was defeated by a large majority, and Mr. Blair continued to represent the United Counties till Grey was set off as a separate Parliamentary constituency, on the redistribution which occurred subsequent to the census of 1854.

The first general election following the above redistribution was held in 1854. At that time George Jackson, previously Crown Lands agent at Durham, resigned his office to contest the constituency with Richard Carney and Charles Rankin, both of Sydenham Village. Mr. Jackson was at that time a pronounced Liberal, the others, Conservatives. Carney was one of the earliest settlers in Sydenham, for very many years one of its leading citizens, holding among other offices those of Reeve of the township and afterwards of the County. He is now Sheriff of the District of Algoma. Mr. Rankin is the gentleman referred to above in connection with the original surveys and early history of the county. The contest was an extremely bitter and close one, chiefly between Carney and Jackson, but resulted in the latter's return.

During this the sixth Parliament, Mr. Jackson's action on the question of the secularization of the Clergy Reserves so displeased many of his political friends, that he did not "face the music" at the general election of 1857. The candidates at this time were John Sherman Hogan, a Toronto lawyer, Dr. Hamilton, of Hamilton, and Richard Carney again. Hogan was returned, but being murdered at the hands of the notorious "Brooks' Book Gang," by being thrown over Den Bridge during his incumbency of the position, a special election was held, at which the candidates were Jesse T. Purdy, a miller, of the village of Meaford, a man who has been many years prominently connected with municipal affairs, and J. C. Morrison, the present judge, who had accepted the position of Solicitor General under Hon. John A. Macdonald, but had not yet found a seat in Parliament. Mr. Morrison was defeated, however, and Mr. Purdy sat out the balance of the sixth Parliament.

The general elections for the seventh Parliament occurred in the fall of 1861. By this time Mr. Jackson had gone over to the Conservative party, and the contest in Grey, which was between him and Mr. Purdy, the last sitting member, resulted in Purdy's defeat. It was during this parliament that the great agitation arose in Parliament on account of the selection of Ottawa as the "Queen's choice" for the capital of Canada. The alliance of Hon. John A. Macdonald to this scheme led to the defeat of his ministry, and the "dead lock" which ensued on the subsequent nearly equal division of political parties in the House, led to its dissolution in May, 1863, the general elections for the eighth Parliament taking place early in the summer of that year.

At this election George Snider, Liberal, who was the first Sheriff of Grey County, and resigned office to contest the seat with Mr. Jackson, was defeated by the latter gentleman by a very small majority, the contest being a very spirited and even bitter one. This was the last Parliament of the "Province of Canada," which comprised the Legislative Union of Upper and Lower Canada, the "British North America Act" being agreed upon between the Imperial and Colonial Governments during its existence, and with the act of "1841 Canada" and its eighth Parliament at the same time, Grey ceased to be a separate parliamentary constituency, being, by the operation of the above Act, divided into the electoral divisions of North and South Grey.

At the general election for the Commons in 1867, Mr. Jackson carried South Grey against Mr. Dalgleish, a merchant of Durham; and Mr. Snider defeated Dr. Vry Boulton, Q.C., then of Barrie, in the North.

For the second Dominion Parliament, general election of 1872, George Landerkin, M.D., of Hanover, defeated Mr. Jackson in the South Riding, and Mr. Snider was again returned for North Grey, against John Chisholm, a merchant of Owen Sound. The East Riding had then been formed for the first time, of portions taken from the North and South Ridings; and W. K. Fleisher, one of the oldest settlers in Ardenista, the first Reeve of the township, and many years Warden of the county, was elected to the seat over James Patterson, who had been for years Reeve of Ephraïma, and had served in the Warden's chair.

After the dissolution by the new Mackenzie Administration, the general elections were held in the beginning of 1874. In South Grey Dr. Landerkin was elected over Stephen Prebble, of Normandy; in the North Mr. Snider was again returned, this time against S. J. Lane; and in the East W. K. Fleisher was re-elected against Wm. Brown, of Markdale.

The next election was also the last, viz., that of September, 1878. North and South Grey were "redeemed" by the Conservatives from the opposite party, who had held for several parliaments. Mr. Lane defeated Mr. Snider, the previous sitting member, in the North, and Mr. Jackson defeated Dr. Landerkin, the previous sitting member, in the South. The East Riding has always been a "sure" Conservative constituency, and there was no change in the political complexion of its representation. There was a triangular contest between Dr. Sproule, of Markdale, Alfred Gifford, of St. Vincent, and Robert Myles, Reeve of Ephraïma, all Conservatives, with the first named as the successful candidate.

For the Legislature Grey was also divided into two ridings, upon Confederation, and so continued to remain till the general election of 1879, the results of the census of 1871 not operating by an increase of the legislative representation for the second Parliament. At the first general election for the Ontario Assembly, Thomas Scott, of Owen

Sound, many years connected prominently with the municipality of that town, and a Conservative in politics, defeated John Farmer, of Sydenham, and a Liberal. A. W. Leander, the first for East Grey, defeated W. K. Fleisher, of Ardenista.

At the general election of 1881 Mr. Scott was again in North Riding, and in the South Mr. Leander was re-elected. McFayden, barrister, of Owen Sound. Mr. Leander was petitioned, and at the special election following to fill the seat was opposed by N. Dickey, of Toronto, but regained the seat.

In 1885 there were three electoral divisions in Grey, and East, the same as for the Commons. In North Grey was elected over Mr. McFayden, above mentioned, but a son petitioned, and at the special election to fill the vacant position, proprietor of the Owen Sound Times, Conservative Robert McKnight, then of Meaford, but now Registrar of the Court in South Grey, James H. Hunter, merchant, of Durham, Newmarket, of Mr. Forest, and Jas. Hopkins, of Beantown, is a man who had been previously very influential in local affairs, a Liberal of very pronounced principles. In East Grey was elected over Messrs. Leander, the previous member, and the former being re-elected to the position.

The next general election in the county was that of 1891. In North Grey the contest was between Mr. Creighton, member, and R. J. Doyle, many years Reeve of Sandwich, who proved a very exciting as well as a very close election; Mr. Creighton was influential, and personally popular, advantage of previous parliamentary experience, yet Mr. Doyle, with a very few votes of success, Mr. Creighton defeated, small majority of 15. In South Grey Mr. Hunter defeated Fabel, of the Straits. In East, by a very large majority Grey, Messrs. Leander, Robert Myles (Reeve of Ephraïma), Roke (ex Warden of the County), were the candidates, resulting in favor of the former.

The political representation of the county therefore present time thus:

FOR THE COMMONS.

North Grey	Samuel J. Lane, Barrister, Owen Sound
South "	George Jackson, Esq., Durham
East "	Dr. Sproule, Physician, Ardenista, Markdale.

FOR THE LEGISLATURE.

North Grey	David Creighton, of the Owen Sound Times
South "	James H. Hunter, Merchant, Durham
East "	A. W. Leander, Barrister, Toronto

EDUCATIONAL MATTERS.

To deal with the school system in its infancy, a progress from a state of infancy to one which has developed to a state in which no country in the world now offers a superior one. The early struggles of the pioneers of while laboring for the advantages of education for their progeny and hardships which they endured and meted out for the intellectual training of their offspring might be, at least, second. These old attributes and incidents of backwoods, although but imperfectly understood by us today, are at least sufficiently appreciated to call forth our at the almost incredible development which marked our well as our admiration for its present growth and condition.

There seems at least no cause why this admiration tend with special appropriateness to the County of Grey; where all are good comparisons are odious, according to yet the admitted superiority of the Grey schools points to one of the most advanced in all matters wherein the interests of our country are concerned.

The County of Grey is divided for school purposes into four or five inspectors, each under the supervision of an Inspector. These divisions are called respectively, East, South Grey. The former comprises the Townships of St. Vincent, and Ephraïma; West Grey is composed of Wm. Doyle, Holland, Sydenham and Sullivan; and So balance of the county. The inspectors are: (East, J. Thornbury; West, Thomas Gordon, Owen Sound; Wm. Ferguson, Greenfield. The townships of Meaford, and Durham are within the territorial limits of East, W. Grey respectively, though not in those inspectorates. Separate and independent jurisdictions. But it is to be hoped the above inspectors is also inspector for the town as has particular territorial division.

Including the towns, the total receipts for the past purposes in the county were \$111,587.56, of which \$8 applied to teachers' salaries.

With a "school population" of 20,610, there was a school during the year of 21,220, the difference being made either under or over legal "school age." The average, however, was only 8,167.

There are, in addition to the Public Schools, seven schools in the county, including one in the Town of Owen Sound. These schools received in the aggregate \$2,037.16, teachers' salaries, \$1,657.50. The total number of pupils was 308, and the average attendance, 265.

There is but one High School in the county—that at which will be referred to in connection with that town.

The reports of the inspectors show that the general progress of the schools is highly satisfactory. That the description of the schools for the most part, of a highly creditable standard of the teachers is constantly improving and increasing—that among people and pupils alike an interest in education is being yearly manifested—and that in there is cause for congratulation on the splendid state which, within the compass of a generation, from a condition of infancy, has risen into one which has no superior in the

INTERNAL IMPROVEMENTS.

By this term we refer more especially to those which styled public improvements. Besides the various local sketches, and which include schools, churches, mills, &c., &c., these improvements will chiefly consist of communication, and be comprised of the highways and

years connected prominently with the municipal affairs, and a Conservative in politics, defeated John Cooper, a Liberal, and a Liberal, A. W. Lander, the present M.P. for the district of Athens.

At the general election of 1871 Mr. Scott was again elected in the district, and in the South. Mr. Lander was elected over Chas. Hamilton, of Owen Sound. Mr. Lander was re-elected at the special election following to fill the vacancy, but by N. Dickey, of Toronto, but regained the seat.

There were three electoral divisions in Grey—North, South, and Central. In the North, Mr. Scott was re-elected, as before, to the Commons. In the South, Mr. Scott was re-elected, as before, to the Commons. In the Central, Mr. Scott was re-elected, as before, to the Commons. In the North, Mr. Scott was re-elected, as before, to the Commons. In the South, Mr. Scott was re-elected, as before, to the Commons. In the Central, Mr. Scott was re-elected, as before, to the Commons.

At the general election in the county was that of June, 1870, the contest was between Mr. F. Hamilton, the present M.P. for the district of Athens, and Mr. Scott. This is exciting as well as a very close election; for although Mr. Scott was re-elected, as before, to the Commons. In the North, Mr. Scott was re-elected, as before, to the Commons. In the South, Mr. Scott was re-elected, as before, to the Commons. In the Central, Mr. Scott was re-elected, as before, to the Commons.

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FOR THE COMMONS.

Samuel J. Kane, Barrister, Owen Sound. Conservative.
George Jackson, Esq., Durham. Liberal.
Dr. Sprague, Physician, Ayr, Markdale. Conservative.

FOR THE LEGISLATURE.

David Creighton, of the Owen Sound Times. Conservative.
James H. Hunter, Esq., Durham. Liberal.
A. W. Lander, Barrister, Toronto. Conservative.

EDUCATIONAL MATTERS.

With the school system in its infancy, and follow it in a state of infancy to one which has developed into one of the most advanced in the world now offers a superior, is not possible. The early struggles of the pioneers of Upper Canada for the advantages of education for their children, and the hardships which they endured and invited that means the training of their offspring might be, in a measure, the result of the old attitudes and incidents of life in the although but imperfectly understood by us of the present, least sufficiently appreciated to call forth our astonishment at the development which marked the system, as admiration for its present growth and condition.

At least no cause why this admiration might not extend to the appropriateness to the County of Grey; for, although are good comparisons are shown, according to the old saw, that superiority of the Grey schools points to that county where these old attitudes and incidents of life in the country are concerned. The County of Grey is divided for school purposes into three districts, each under the supervision of a Public School. These divisions are called, respectively, East, West and Central. The former comprises the Townships of Collingwood, and Euphrasia; West Grey is composed of Keppel, Sarnia, Holland, Sydenham and Sullivan; and South Grey, the County. The inspectors are: (East, Andrew Grier; West, Thomas Gordon; Owen Sound, and South, James H. Hunter. The towns of Medford, Owen Sound, are within the territorial limit of East, West, and South districts, though not in these inspectorates—towns being independent jurisdictions. But it so happens that each inspector is also inspector for the town situated within the territorial division.

At the close of the year, the total receipts for the past year for school in the county were \$111,587.50, of which \$73,713.93 was teachers' salaries.

A school population of 29,419, there was a school attendance year of 21,219, the difference being made up from pupils under or over legal school age. The average attendance, was only 8,167.

In addition to the Public Schools, seven R. C. Separate schools in the county, including one in the Town of Owen Sound, were received in the aggregate \$2,027.16, and expend in the year, \$1,657.50. The total number of pupils attending the schools, 81,657.50.

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As but one High School in the county, that at Owen Sound, is but referred to in connection with that town.

Reports of the inspectors show that the general condition of the schools is highly satisfactory, that the description of the school for the most part, of a highly creditable nature, that the teachers are constantly improving and their efficiency that among people and pupils alike an increasing interest in being early manifested, and that in every particular cause for congratulation on the splendid status of a system from the compass of a generation, from a condition of perfect as it is now one which has no superior in the known world.

INTERNAL IMPROVEMENTS.

In this we refer more especially to those which are generally the improvements. Besides the various public buildings more particularly referred to in connection with the several towns, and which include schools, churches, municipal buildings, these but a few improvements which chiefly compose the agencies of improvement, and be comprised of the highways and railways.

The highways of any community are an indication, from their condition, of the condition of that community in the other elements and attributes of civilization and enlightenment. In the ages of barbarism, and in the semi-civilized nations of the present day, we find the highways of the respective time or locality in a very inferior state, or entirely wanting; and it would seem that such a want of improvement is the cause of such a state of society, as well as the result of it. When, therefore, a class of enlightened and intelligent people bountifully in a wilderness, as has been the case in every portion of Upper Canada in the early settlement, one of their first efforts, as well as one of the most difficult tasks to accomplish, is to construct for themselves these necessities of civilization, and how difficult a task this has been for settlers in the backwoods of Canada to accomplish is only conceivable by those whose knowledge has been obtained by actual experience of the toils and fatigues which miles of continuous and crossway had to be brought into requisition to overcome.

From the nature of things this task, in the first instance, to the people of Grey was a peculiarly difficult one; a large portion of the area being covered with swamps, yet, when a start was made, this difficulty was more easily surmounted than in most localities, from the fact that road material was abundant, and placed at convenient distances on all sides. All natural disadvantages have been conquered by the energetic adaptation of the naturally advantages, so that, by the time of which we write, no place in the country which has been so lately settled possesses better facilities for intercommunication than the County of Grey in the way of ordinary highways.

In addition to these there is a system of gravel roads which forms one of the greatest advantages of the many which the people of the county are possessed of, and which compares favorably, both as to mileage and quality, with similar systems in any other locality throughout the Western Hemisphere, excepting perhaps the old settled portions of the Niagara and adjacent districts. The County Gravel Roads embrace the following:—the Garafraxa, the Durham, the Toronto and Sydenham, and the Northern.

The Garafraxa Road was surveyed by Charles Rankin in 1837, under instructions from the Government, who had decided to open up the newly acquired Indian lands by running a road from Fergus to the mouth of the Sydenham, and laying out free grants on each side thereof, to induce settlement. Previous to that date, Garafraxa was the most northern township that had been surveyed, and Fergus was the most northerly settlement, for which reason the road in question was named the Garafraxa Road. It runs almost due north from the first point of contact with the southern boundary of Grey (where Mount Forest now is) to Owen Sound, a distance of nearly 45 miles.

The Durham Road runs from a point on the Barrie and Medford Road, some distance south of Collingwood to Kincardine on Lake Huron. It enters Grey at the Village of Southampton, runs through Euphrasia and Durham, and enters Bruce County at the Village of Hanover. The length of this road, within the county limits, is between 10 and 15 miles, and it was named from the fact that the Village of Durham was the earliest settlement thereon, and the point at which the Crown Lands Agency was located, which had the superintendency of the lands adjacent thereto.

The Toronto and Sydenham Road runs diagonally from south-east to north-west, across the centres of the Townships of Melancthon, Athensia, and Holland, joining the Garafraxa Road at Chatsworth. It was surveyed by Mr. Rankin in 1848, and was linked by "free grant" lands, as were the Garafraxa and Durham Roads. The length of this road within the county is over 40 miles.

The road designated above as the "Northern" consists in Grey of parts of two roads, the Sydenham and Sarnian, and the Sydenham and Collingwood. Of the former there are about 10 miles east of the Bruce County line, and of the latter, nearly 30 miles west of the Simcoe County line.

The above, aggregating over 150 miles of road, were gravelled during the years 1857-8, by the county, the money being raised by debentures, which were issued to the extent of £50,000, an amount subsequently supplemented by another £75,000. Alexander McNamee, of Toronto, was the contractor for these works, which have subsequently been turned over to the respective townships through or adjacent to which they pass, the latter guaranteeing to keep them in perpetual repair.

The same year the gravel roads were built, the county also passed a by-law subscribing £100,000 of stock in the "Toronto and Owen Sound Central Railway," which enterprise was never proceeded with, however, as explained in our local sketch of Owen Sound. The result of the failure of this scheme, and the pushing of the Northern Railway to Collingwood instead of Sydenham as its terminus, left the County of Grey entirely without railway facilities for the first thirty years of its settlement, the first link being the Toronto, Grey and Bruce, so a few years since.

This road enters the county at its south-eastern corner, running almost on a parallel line, and adjacent to the Toronto and Sydenham Road to its junction with the Garafraxa Road; then straight north to Owen Sound, the distance within the county being something over 10 miles. The county aided the construction of this road by giving \$204,000 in bonds—debentures and subscribed stock. They have the appointment of a Director on the Railway Board; and D. McGregor, M. P., of Chatsworth, has held the position for a number of years.

The other railways which form part of the Grey system are the Stratford and Huron, and the Wellington and Georgian Bay. The former road runs from Port Dover, on Lake Erie, to Simcoe, Woodstock, Stratford and Listowel, from which place it runs parallel to the Wellington, Grey and Bruce, through Palmerston, Harriston and Clifford, thence branching off towards Norbury, passing Ayrton, New-Hall, and Hanover, where it enters the County of Bruce, running nearly parallel to the Grey and Bruce line, sometimes in one county, at other portions in the other. It strikes the Village of Chesley, whence it runs due north through Invermay, Tara, and Allenford, passes near Hopworth, then into the Township of Keppel, and finally terminates at Ayrton, on Georgian Bay, which is generally admitted as the finest harbor on all the chain of inland lakes. There is a beautiful village of about 800 inhabitants here, lately incorporated, which gives promise of a great future; and all along the route prosperous villages have even this early spring from nothing—busy towns from embryo villages; and a new era of prosperity and activity seems to have been inaugurated by the extension of the "modern civilization" to this far section of the country. The local aid extended to this railway has been of a character proportionate to the great advantages accruing from its construction to the municipalities so aiding. The amount voted by the municipalities north of Listowel aggregated \$165,000 in cash, that part granted by portions of the County of Grey being as follows:—Norbury, \$80,000; Bentinck, \$55,000; Keppel, \$50,000;

SKETCH OF THE COUNTY OF GREY.

A very large amount of skins of cheaper grade. The fish products of extensive, though a considerable "catch" is annually made on shores of the Georgian Bay. The forest products of Grey comprise of its most important interests, and during the year preceding the year, they amounted to 107,819 cubic feet of spruce pine timber, 1,040, 9,203 of tamarac, 2,300 of birch, 126,482 of elm, and 963 of other varieties; 13,342 pine logs, 17,580 other logs, 60 8 and square, 541 thousand staves, 55 cords of lath, 960 cords of oak, and 189,935 cords of hewn.

As many respects the manufacturing industries are considered the important of any community. Those of the County of Grey have under consideration comprised 7 agricultural implement factories, 10 saw mills, 12 blacksmith shops, 62 boot and shoe shops, 3 brick and yards, 21 cabinet and furniture factories, 1 carding and finishing, 23 carpenters' and joiners' shops, 16 carriage factories, 21 brags, 11 dress making establishments, 12 flouring and grist mills, 11 foundries and machine shops, 25 lime burning establishments, 19 fish shops, 4 saw mills, 1 shingle mill, 12 tanneries, 26 tanning establishments, 15 tin shops, 8 woolen cloth factories, 3 breweries, 2 factories, 2 working jewelry establishments, 1 meat packing, 8 pot and paint factories, 2 photographic galleries, 7 printing establishments, 1 pump factory, 2 sash, door and blind factories, 2 cutting establishments, 1 dyeing and scouring establishment, 2 factories of miscellaneous wares, 3 potteries, 2 wood turning, 1 gun factory, 1 musical instrument factory, 1 sewing mill, 1 brass foundry. The amount of permanent capital invested in the enterprises was \$752,300, the amount of yearly wages paid, \$967,367; the number of hands employed, 1,358; the value of raw and consumed, \$996,053; and the value of manufactured products, \$1,066,667.

The estimated value of the real estate of the entire county, as per the report of the County Valuers, is as follows:

Atkinsburg	8,683,782
Bentley	641,297
Callaghan	351,768
Derby	139,842
Durham	975,560
Egmont	301,426
Enphra-ia	407,611
Glenelg	566,090
Holland	67,500
Keppel	324,079
Meaford	1,000,872
Nottawa	638,384
Owen Sound	1,928,229
Proctor	492,780
Sarnia	118,140
St Vincent	1,257,503
Sullivan	42,676
Sydenham	960,575
Total	815,576,876

The above estimate was made several years ago, but is the one still under the terms of the Municipal Act as applied to County Valuers, for purposes of levying county rates, etc. The population at that time had increased.

The total revenue of the corporation last year from all sources was \$212,266, and the total expenditure \$283,223.34. The greater part of the difference being applied to sinking fund on debenture loans.

The liabilities of the corporation at the end of last year amounted to \$557,596.11, against which it held assets valued at \$303,633.67, of which being the Court House, Jail, and County Offices, worth \$18,000.

To enlarge upon the present resources of this territory, which is a young and bold scene a single word within its limits would be repetition, as the old saw of being the most stubborn fact is every day and all who take the trouble to peruse them that the scenery and healthy character, which is a monument of reflection on present condition, as compared with its past, most welcome in that future full of hope and promise.

TOWN OF OWEN SOUND.

The site of this now flourishing and wealthy town was, forty years ago, a dense and almost impenetrable wilderness and had never in tradition by the foot of white man then, it is except Charles Jones, who came there with a view of laying out a town plot during year 1837, but whose operations were stopped before commenced the operation is allowable, by the breaking out of the Rebellion, he was withdrawn from his surveying operations by the Government, till after the establishment of peace there, and the county.

From its geographical position, Owen Sound was very early picked out as the site of a future centre of population, and as a result of that fact, the survey was commenced as above. As soon as affairs were settled, the scheme of surveying the "town plot" of Sydenham was entered upon, and preliminary arrangements made, it was decided that it should on one day assume the town it was designed to be, by selection of a Crown Lands Agent to locate in the place. This action was made in the person of John Teller, who was the pioneer of the county seat and the commercial centre of this large and glorious county. There is a more than passing notice.

John Teller, of Scotland, Scotland, in the year 1800, Mr. Teller received better education afforded by the schools of the rural districts, where his school days were passed, and at the age of nineteen he sailed for the Red River of the North, to a Hudson's Bay, in the service of the Earl of Selkirk. He remained in the North West for years, when he came to Upper Canada and located for a time at Niagara, subsequently removing to the Township of Dundas. This Township had been recently acquired by one Drayton from Government, on condition of his bringing into it a certain number of immigrants within a certain time. Impressed with Mr. Teller's plan, he engaged him to return to Scotland and induce emigration to Dundas, and in the accomplishment of this mission he proved successful. He then came back to Canada himself, and settled in Ontario, near where Elizabeth, daughter of John McKenzie, a son of the pioneer, where he had a family of five sons and six daughters.

It is probable, as appointed a Crown Lands Agent by the Government, that John Charles Teller, the pioneer, first located at Sydenham, the very able and a valuable services he had rendered Canada and Empire, by the recent consolidation of the Upper and Lower Pro-

vinces, which, however, did not go into effect till 1841. Mr. Teller's journey to his new location lay from York, on the land and water route, through Lake Simcoe, Orillia, &c., to Sturgeon Bay, and thence along the shore of Georgian Bay, of which the above is one of the many indentations. Arriving at the mouth of the Sydenham River in a battery, he made his way a short distance up that stream, with cedars overhanging either bank, and disembarking where the market square now is, he effected a small clearing and erected a log shanty. The first human habitation in the place, very near the spot where the market now stands, in which he and one companion, Thomas Butler, first, remained all winter. These two were the only residents, the first year of the existence of Sydenham, Mr. Teller having returned with his surveying party to the "settlements" before completing the survey of the town plot, which was not finished by him till 1845. Next season Mr. Teller built a long log shed or shanty near the upper landing, and almost exactly where the engine house now stands, which was called the "Government House," and was designed and subsequently used for the accommodation of land hunters and settlers, till they could erect habitations on their own claims.

Mr. Teller performed the duties of a Crown Lands Agent at Sydenham some nine years, when the office was removed to Durham, and he resigned the position. He subsequently removed to Sarnia, and died there at an advanced age. His daughter Elizabeth (now Mrs. Barth), who still resides in the town, is its earliest living settler, and was the first white woman who ever set foot within its limits.

In 1845 the survey of the town plot was finished by Mr. Rankin. In the meantime there had been a considerable number of settlers, who had settled in various points, chiefly along the Garafrua Road, though a number had "set their stakes" at the mouth of the Sydenham, and the little village which sprung up here was also called Sydenham, the name likewise given to the township in which the village was located, it being then entirely, as Owen Sound is now in chief part, on the east or right bank of the river. The place continued to grow in size and importance, and at one time it was thought it was destined to be a second Chicago, and would develop into the great centre of western trade and commerce on its way to the markets of the Old World. As early as 1840 the Toronto and Sydenham Road was agitated, which was designed to have its northern terminus on Owen Sound, at the Village of Sydenham. The distance between the terminal points, by this proposed route, was only 108 miles. The Northern Railway was a rival scheme, first agitated at the same time as the Toronto and Sydenham. The people of Sydenham were warmly canvassed by both companies for municipal and peasant in the building of their respective roads. Some of the inhabitants strongly favored one route, others the other, but a majority, possessing a firm belief that the railways, if ever built, would have to come to them as the only practicable Georgian Bay terminus, selfishly refused to grant assent to either enterprise. The consequence of this was that the Northern Company accepted an offer of the late Sheriff Smith, of Simcoe, who had a dreary waste of swamp along the Bay, in Nottawa saga, to make his property the terminus of their road. And in this way Collingwood was founded, by the same stroke which retarded the development of Sydenham to an untold extent, and at once destroyed its hopes of ever becoming a metropolis, for no sooner had the Northern succeeded in establishing to the outside world a *reputation* of its being completed, than the Toronto and Sydenham scheme collapsed entirely, and the people, which possessed such high hopes, backed by such superior natural advantages, was left as it had been, a simple backwoods town.

The railway facilities, and no prospect of any in the near future. It might be added, however, that this lesson, though it came late, was not lost on the people of Sydenham; and the proof of this is everywhere seen in their enterprise and ambition in encouraging, with effort and generous material aid, every undertaking which promises to reflect credit upon their town, or add to its prosperity and development.

The prestige and position which Sydenham lost when it lost the railway, however, was to be a considerable extent recovered very soon after by the location of the county seat at that place, on Grey being set off from Wellington as a Provisional County. The contest between Sydenham and Durham was of the most bitter character. North and south seemed almost equally divided, with odds in favor of the latter, till the Sydenham people got what was called the south eastern party imbued with the belief that the territory comprising the County of Grey was so conveniently large that it would undoubtedly be divided in the near future, and when this occurred, that *then* claims for the county seat of the new county would be considered, whereas, by first settling Durham, their subsequent chances would be entirely out of the way. The south east party held the "balance of power," and being caught in this persons argument, assisted to lift Sydenham into the coveted position, thereby adding to the already lengthy catalogue still another proof of the wisdom of the policy adopted by some of the greatest generals, whether in war, politics, or diplomacy, of setting your enemies to fight among themselves.

This Sydenham became the county town of the new County of Grey, and the County Buildings were at once proceeded with, which being completed during the year 1846, the seat of the County Government, both municipal and provincial, was removed hither from the beginning of the year 1846.

By this time Sydenham had grown to be quite a flourishing village, and the next two years continuing to add to its prosperity, extend its influence, and increase its wealth and population, it was incorporated as a town under the name of OWEN SOUND, by Special Act of Parliament, at the session of 1846, assented to May 16th of that year. This Act was known as the 9th Vic., Cap. XXVIII., and from it we find the population at that time to have been 1,245. It specified the time and manner of holding elections, appointed Thomas Gordon the Returning Officer, and provided that the Town of Owen Sound should continue to exist as such on January 1st, 1847.

Before the creation of this Act the following were elected to the first Municipal Council of the new town, Messrs. Carney, Craghton, Gale, Harris, Lunn, Miller, Scott, Sinder, and Stephens. At that time the Mayor and Reeve were chosen by the Councilors from among themselves, and Richard Carney was elected to the former position, while Wm. Miller was chosen to the latter. Mr. Gordon received the appointment of Town Clerk, and has ever since continued to discharge the duties of the position.

The accession to the Mayoralty, since the first incorporation, has been as follows: 1848, Robert Patterson; 1849-50, George Sinder, 1851, Wm. Miller; 1852, Thomas Lunn; 1853-54, George Sinder, 1855-56, Wm. Stephens; 1857, Thomas Scott; 1858-59, Fred 1860-61, Wm. Stephens; 1862-63, Wm. Miller; 1864-65, George Sinder; 1866-67, Wm. Stephens; 1868-69, John O'Shaughnessy; 1870, Robert Patterson; 1871, Thos. Scott; who being petitioned against on account of being a member of

the Legislature, and the petition being sustained, was succeeded by Samuel J. Lane, who was re-elected the next year; 1877-8, Richard Nutter; 1879, Henry Robinson. The Reeves Act, may be seen by reference to the municipal sketch in the general history of the county.

The following are the incumbents of the various municipal offices for the current year: Mayor, Chas. E. Barnhart, M.D.; Reeves, Wm. A. McLean; Deputy-Reeves, John Fox; Commissioners, Geo. Anderson, Thos. B. Dowley, John C. Griffiths, John Harrison, Robt. Hoath, Matthew Kennedy, Wm. Manders, Robt. J. Smith, and Stephen Spencer; Clerk, Thos. Gordon; Treasurer, Alfred J. Spencer; Solicitor, John Cresser; Police Magistrate, George Spencer; Chief of Police, John Creighton.

In regard to the material development of Owen Sound, it seems unnecessary to follow it in detail through the various stages of its progress from its incorporation to the present day, details which can be sufficiently indicated from a brief description of the place as we find it now. The Owen Sound of to-day consists of an enterprising and prosperous modern railway town, situated at the foot of the Bay or "Sound" of the same name, at the mouth of and on both sides of the River Sydenham, having formerly formed a part of the two Townships of Sydenham and Derby. It contains a population of 4,548, with 1,363 ratepayers; has an assessed valuation of a million and a quarter of dollars; has an annual revenue of between \$80,000 and \$75,000 (of which, during the past year, \$8,000 were expended on schools and \$84,000 on streets); a school system which, considered either from an educational standpoint or in respect to the quality and description of its school buildings, is second to none; a water works' system and fire department which compare favorably with those of our most prosperous cities; public buildings which would be a credit to any town in the Province; private residences and business blocks, which are not surpassed by many greater centres of population; and a general system of public and private improvements, which add immensely to its attractiveness, and at the same time place it in the front rank of our most advanced Canadian towns.

The first object of attraction in a country town is always the public buildings. These in Owen Sound, which belong to the county are the Court House, Jail, and Registry Office. The former were commenced in 1852, and finished the next year. They are of stone, very substantial, and although not extremely ornamental, yet of very respectable appearance.

Perhaps the chief matter of interest is in connection with the schools; and these are undoubtedly among the finest to be found in any town of equal size not only in the Province but in the Continent. The new High School, recently completed, is a model of architectural beauty and convenience throughout. It is after the plan of the Stratford High School, recently built, which is claimed to be the finest in Ontario. It cost very close on \$200,000 to build this edifice, the fixtures, furnishings, and apparatus being in addition to that amount.

Besides the grounds, which are both ample and convenient, and cost nearly \$4,000.

The Public Schools consist of two fine commodious buildings—one brick and the other stone—erected at a combined cost of \$12,500, exclusive of apparatus and grounds.

Among the public improvements belonging to the Corporation is the Town Hall, a fine building of the class, erected on the spot where the first habitation was built by old Mr. Telfer. It is of brick, of handsome design and superior finish, and contains a splendid public hall, the council chamber, town offices, and several stores, and cost somewhat over \$15,000.

The Fire Department of Owen Sound is very complete and effective, the most so of any town of similar size within our knowledge. There is a first-class steam fire engine, a hand engine, and a hook and ladder company. Besides these there are waterworks for fire and domestic purposes, which, by natural pressure alone, will throw a stream over the tops of the highest buildings. The reservoir is situated on the top of the mountain in rear of the town, with all parts of which it is connected. There are 20 hydrants for fire purposes. The material, machinery, &c., were supplied by the celebrated works of the Messrs. Hamilton & Sons, of Toronto.

The harbor of Owen Sound is one of the chief features of the place, and the one to which, more than all others, the people at one time looked forward as the great cause which would one day result in the building up of a great city here. It is controlled by the Dominion Government, who have at various times, in connection with the town, expended very large sums in its improvement, till it is now considered, and justly so, a most important adjunct to the commercial and shipping interests not only of the town but of the whole country bordering the Georgian Bay. It is frequented by all the Georgian Bay and Lake Superior steamers, one line of which has its headquarters here. There is also daily line of boats to and from Wainwright during the season of navigation. Formerly considerable shipbuilding was carried on here, but of late years this industry has suffered the drawbacks incident to other enterprises which depend for success on the lakes' entering trade.

In close connection with the harbor, it may be mentioned that Owen Sound is the terminus of the Toronto, Grey and Bruce Railway, and the proposed terminus of the Wellington and Georgian Bay. When the latter is finished, and the gauge of the former is widened, two results which will undoubtedly be accomplished in the near future.

Owen Sound will possess direct, independent, and competitive lines of communication with the two chief cities of Ontario by first-class roads; and its position, so far as advantages of communication and trade are concerned, will then be unsurpassed.

As to manufactures, although Owen Sound cannot properly be classed as a manufacturing town, yet there are here a large number of industries of no mean proportions; so many, that in a cursory sketch we cannot refer even briefly to embrace, but will simply mention that the most important consist of three foundries, of which that of Gabbett & Sons is very extensive, and Kennedy & Sons, who make a specialty of mill machinery. Then on an immense quantity of work; while Christie's is also a large establishment of the kind; a very large steam saw mill, large flouring mills, gristmill, woollen mill, tannery, and two breweries. There are also grist and woollen mills on the Sydenham, a short distance out of the town. In addition to the above, the usual number of iron and wood working establishments are to be found, such as carriage, wagon, and blacksmith shops, pump factories, cooperages, &c., &c., besides saddler's, tailor's, and shoe shops.

If it is just to judge of a community's enterprise, prosperity, and intelligence—as is often the case—as well as of its moral attributes, by the number and description of its churches, then the people of Owen Sound possess all these characteristics in no small degree. There are nine church edifices in town—the Episcopal, two Presbyterian, two Methodist, Congregationalist, Disciples', Baptist, and Roman Catholic. Several of these are very fine specimens of church architecture, the Canada Methodist costing over \$15,000 to build. The Epis-

copians have lately erected a stone church, in the Gothic style, cost amounting \$18,000. The "Old Kirk," Congregational Roman Catholic are also much above the average of such buildings of similar size.

There are flourishing Agricultural and Horticultural Societies in operation here, also Mechanics' Institute and Y.M.C.A., library and reading rooms; and the National Societies of St. George, and St. Patrick have branches in operation, the latter of which is said to be in a most flourishing condition.

The various secret societies flourish to an unwonted extent, the most respectable orders existing in Canada being well represented here. Among others are a Chapter and two Lodges of the Orange Chapter, No. 31, R. A. M., St. George's Lodge, A. F. A. A. M., and North Star Lodge, No. 322, A. F. A. M., Odd Fellows' Lodges (one of the Independent Order, No. 14, and other of the Canadian Order, No. 45), a "Tent" of the K. O. G., Orange Lodge, Lodges of O. M. B., and several temperance orders.

The Press of Owen Sound is, of course, among the chief features, and it is no exaggeration to claim for it a leading position in the history of Canadian journalism. The history of journalism in Owen Sound dates to the year when Grey was formed into a Provisional County, 1853. The *Count* was the earliest venture in that line, at that time a dependent paper, edited by Owen Vanhusen. Next year, 1854, the *Leader* was started, as also the *Times*, which latter was published, and at present owned and managed by D. Prough, for North Grey. Its founder was Richard Carney, the first of the town, and at present Sheriff for the District of Algoma. Conservative, and circulates about 1,200 copies. The *Advertiser*, owned and edited by J. H. Little, one of the original promoters, 1863, is a Reform sheet of more than average ability, and of quite extensive circulation. The *Tribune* is a new paper, established in a joint-stock company. It is ably managed, at least so far as judged by newspaper readers, and is rapidly growing in influence. In politics it is Reform, or, more correctly, is more independent in its views and the stand it takes in regard to measures than a strictly political journal.

The character which attaches to the public improvements, public works of the county town is possessed to a more than ordinary extent by its hotels, commercial buildings, and private residences. There are three hotels here, the "Gordon House," the "Hotel," and the "American," which cannot be beat in any of our towns. The first named was the first built in the place, by H. Bell. It was afterwards rebuilt by the late Mr. Condon, many years ago, and is the finest stage-coach and hotel in Canada, and a man of great enterprise, to whom the development of Owen Sound was in a great measure due.

Some of the best of the business blocks bear marks of its infancy in a large way of the time it has taken to produce them, compared with the pioneer store of Messrs. Bayl & Hime, who were the first two to engage in mercantile pursuits in the town, and as for private residences, there are many which are modern and would be considered first-class "up-town" establishments in many of our cities.

Taken altogether, Owen Sound may be justly claimed as a "lively" town, at least as it appears to a disinterested stranger, any which the West on Peninsula of Ontario claims within and, what is more, indications give the best promises of future, whose prosperity shall rival if not exceed the extraordinary development of the past.

TOWN OF MEAFORD.

Situated on an oblique angle of Georgian Bay, where the extending latter in a north-westerly direction forms the Simsbury, sweeps gracefully to the north and recedes from view Cape Rich, the town of which we write has sprung into and commercial prominence within a short period, as even the county seat, which lies 18 miles to the west, across the St. Vincent and Sydenham. Surrounded on three sides by Township of St. Vincent, of which it originally formed a part had no existence except in imagination until the year 1859 several years later than the date mentioned before it had been a block of 200 acres was reserved at this place, on which the designed the erection of a future town, but not until 1857 years after the survey of the township, was the reserve laid out as a village. By this time the township was pretty well settled, and the necessities of trade and progress it demanded the location of a business centre at this point. A surveyor named Gibbard was instructed to lay out the village lots; and to this gentleman, it is said, Meaford owes its name.

The circumstance which suggested the conferring of the name to the township in which the village was located, being in honor of that British naval celebrity, Earl St. Vincent, it is peculiarly appropriate to designate what people hoped to be the principal village in the township after the country gentleman referred to. The names of other distinguished men were perpetuated in the streets of the embryo village, and Collingwood, Nelson, Pembroke, Baker, Bayfield, Sykes &c., serve to designate some of its principal thoroughfares, a future commercial mart was the emptying at this point of the River into Georgian Bay, thus forming natural harbor which, though not of a superior order, were yet preferable to will be referred to further along in this sketch.

As before intimated, the progress of Meaford during the years of its theoretical existence, viz., on the map, was by a "mushroom" character, but so entirely the reverse that, subsequent to the village survey, there were but four lots in the village limits, and appearances at that date most negatively the idea of its founders' anticipations of a glowing Meaford ever being realized. In 1864, however, it shows life in the shape of a store, owned by George Jackson, and by D. L. Layton, the present Postmaster; a tannery, post an addition of two or three to the number of houses at The Postmaster was Wm. Stephenson, since deceased, who, by accurate, used to make periodical trips to Barrie on the mail by that primitive conveyance.

As before stated, the original reservation upon which the planted consisted of but 200 acres, the lots immediately on, on the north and south, being owned by Messrs. Stephen P. Purdy, respectively. Each of these gentlemen, with a self benefit, by laying out village lots on his own property

Among the public improvements of this town, the wharf and harbor are probably the most deserving of notice. The wharf stands at the west of the mouth of the Big Head River (which derived its suggestively and euphonious name from an Indian Chief who sported the same cognomen), but the harbor formed by this stream is by no means as extensive or safe one. The wharf therefore is extended several hundred feet into the bay, until ten or twelve feet of water is found at it.

Its rather romantic name is formed from a blending of the terms "Mantland hills" and "Mantland sands," by which the locality was known for many years previous to the day when the first semblance to a village appeared where now the bustle and noise of a prosperous and rapidly-growing town on all sides greet the ear.

TOWNSHIP OF ARTEMESIA.

Artemesia is one of the central townships of Grey, being situated between Euphrasia and Proton on the north and south, and between Osprey and Glenelg on the east and west. It contains an area of 69,193 acres, or 106,81 square miles, with a population at last census, in 1871, of 3,184, a status which has been very materially improved upon since then; but we will remain right here, while beginning the township sketches, that any later statistics than those of 1871 are, in so far as regards population, in nine cases out of ten entirely misleading, by reason of the well-known carelessness exhibited, not only here but in all parts of the Province, by the assessors when making their returns under this head; for which reason we will only add that wherever statistics of population are referred to, the last Government census has been consulted for the figures.

Topographically, Artemesia is a rough section of country, borders predominating in many localities, and the soil, which is generally considered of more than average fertility, being of the nature which is described by geologists as "Artemesia gravel," from the fact that this particular variety is found in greater abundance here than in any other portion of the Dominion. The timber of this township was originally for the most part maple and elm. The altitude of the general surface is about the same as the "water-divide," though actually somewhat north of it. The northern part of the township slopes towards Georgian Bay, the whole "dipping" towards the centre, and forming the valley of the Beaver River, which drains its entire area. On this river, and some three miles south of the Euphrasia line, are the Engenia Falls, forming one of the most picturesque scenes on the American continent.

At this point there is a thriving little village, also called Engenia, which was first settled in August, 1858, by three brothers Purdy, who built a saw mill in 1859, and a grist mill the succeeding year. The Toronto and Sudbham Road runs diagonally through the township from south-east to north-west, and the Toronto, Grey and Bruce Rail-way also runs through it, nearly parallel to the above road.

Flesherton is at the junction of the Toronto and Sudbham, with the Durham Road almost in the centre of the township, and there is a station on the T. G. & B. Railway, over a mile south-west of the village, named after W. K. Fleisher, one of the earliest settlers in the township, and for many years its Reeve, and also Warden of the county. Fleisher is now a prosperous and busy town, containing four general stores, one drug store, and a number of shops in other lines; besides two large cabinet factories, one steam and the other run by water, grist and saw mills, wooden mill, and tannery, and a number of carriage, blacksmith, harness, and tailor shops, etc., etc. There is a very fine C. Methodist church, good school with two teachers, several good hotels, the best express telegraph and mail facilities, and a population of over 300.

Plainville, situated on the Durham Road at its intersection with the Glenelg line (though all in Artemesia, is about four miles), and a prosperous village. The Saugeen River, which passes through it, affords abundant water power. There is a large saw mill, grist mill, tannery, and several wagon and blacksmith shops, two hotels, a number of stores, a school, and several churches in Plainville, which commands quite a local trade.

The first actual settler in the township is said to have been Elias Grey, at what precise date we have been unable to learn. The following also were among the very earliest residents: Wm. Atkins, Jas. Beattie, Wm. Cunningham, Wm. Davis, Jm. Diaper, John Duxworth, the Fishers, Charles Fries, Joseph Gallagher, John Graham, John Gray, Bold, Hawkins, Adam Holley, Samuel Hunter, Alex. Irwin, Roger Laver, James Marshall, A. Munshaw, Norman and John McKee, Wm. McMullen, John Osborne, John Parks, the Purdys, Joseph Price, John Ritchie, John Sprague, James Snell, Wm. Sherwood, John Steadwell, Robert, David, and William Thompson, Jacob Teets, John Williams, and Joseph Wright.

Flesherton was the first Post Office in the township, and John Sprague was the first Postmaster. The first school was also held there (Lot 12, 1st Con. E. of T. & S. R.), and was kept by Richard Campbell, for many years Township Clerk, who previous to the building of the school-house taught a private school in his own cabin. The first tavern was kept by A. Munshaw, and was situated a short distance south-east of the present Village of Flesherton, of which he was the first settler; and the first mill was that of Roger Laver, a mile below Flesherton, on the Beaver River. Some idea of the primitive state of the roads in those days, and the difficulties of communication, may be conceived from the fact that it took Mr. Laver nine days, with three yoke of oxen and five men, to transport the mill-stone used in the pioneer grist-mill, from Stagers station, on the Northern Railway, to the resting place at the mill.

For the chief municipal officials of Artemesia, as well as all the other townships of the county, we refer the reader to the "Municipal History" in connection with this work. Those who at present "run the municipal machine" are: Wm. S. Christie, M.D., Reeve; Samuel Pollar, Deputy Reeve; Archibald Elliott, and Thorpe Wright, Councillors; and Richard Campbell, Clerk.

The name of this township is now ARTEMESIA, though it was originally named ARTEMISIA, after a well known character in heathen mythology; the change having originally arisen through a clerical error, which was subsequently perpetuated, till the new spelling of the name came to be on all hands admitted and used.

Artemesia, so far as its natural attributes are concerned, may be called a fair average of the townships of the county; as to acquired advantages, it stands well up toward the head of the list; and as to its comparative progress and development, it may safely be described as satisfactory and encouraging; of a nature, in fact, which, if continued, will make it one of the most desirable of all the municipal divisions of the county.

TOWNSHIP OF BENTINCK.

Bounded northward by the township of Sullivan, eastward by Glenelg, southward by Normandy, and westward by the township of Biant in Bruce County, Bentinck is, in point of agricultural excellence, much above the average of the townships of Grey. With a surface varying from rolling to hilly, it possesses a soil at once highly fertile and easily cultivated, being for the most part of clay loam, varied in spots by sandy loam and gravelly deposits. It is drained by the tributaries of the Saugeen River, which furnish in almost every part the most desirable and valuable water power.

The township was named after Lord George Bentinck, and succeeded in 1850 by Mr. Deans, late Surveyor General of the Dominion. The "Durham Road," elsewhere spoken of, had been surveyed two years previously by Mr. Brough, from Durham to Kincardine.

The first settlement in Bentinck was effected at Durham. Outside of the now prosperous town, or its immediate vicinity, however, the first to locate were Messrs. Buck & Hassepage, at the present site of Hanover, in the winter of 1849, and early the following spring. Sketches of these two gentlemen, and particulars of their first settle-

ment, may be seen among the biographical memoirs of the county. Among those who settled on the Bentinck side of the Gam, previous to 1840, were James Burgess, Duncan and Malcolm Dugald McCallum, John McDonald, and Alexander Smith.

The earliest educational and religious facilities afforded to the inhabitants of Bentinck were at Durham, and after that at Hanover, both of which places are or were within the corporate limits of the township. The former, a separate Corporation, is elsewhere mentioned, and is now the only village in Bentinck worthy the name. Though yet unincorporated, this important village, containing 1,200 inhabitants, the seat of its remaining in the town that its vote carried the "balance of power" on both the limit; and so long as schemes for housing new railways worked, it was policy on the part of the villages to stick to their ships and get them to "pay the piper." It is situated on the Road, at the Bruce and Grey line, and partly in the former, though chiefly in the latter. Next after Buck and Hassepage, mentioned, came A. Z. Gottwald and J. P. Adams. The first mill in this section of the county. The place is a manufacturing town, and an important station on the Sudbham Railway. Two branches of the Saugeen form the village, and afford very good water power, which is life. The manufactures consist of a large steam cabinet, large factory and saw mill combined; a water saw mill; large flouring mill; large foundry; quite a number of carriage, and blacksmith shops; an extensive woollen factory, whose stock taken up by the whole-sale trade; a large manure, steam power, and several mining establishments. The usual mail and facilities exist, and there are several large hotels, one of which built, is a very fine one. There are a large number of stores, various lines, several of which are very fine indeed. An average number of good residences and to the appearance of which has the most approved mail, express, and telegraph, an exceptionally fine school with four teachers, and nine. Altogether, it is one of the smartest towns of the western Province.

Glenelg is the third township in the county as to size, 75,200 acres, and at the time of the last census was 10,000 in population, containing at that time 5,000 inhabitants. The municipal officers for the present year are: Day Reeve; Jacob Messenger, 1st Deputy Reeve; John Mc Deputy Reeve; Robert Reid and Henry Willis, Councillors; Dan and Campbell, Clerk and Treasurer.

Bentinck, on the whole, is a fair average of the western townships, and considerably above the average of Grey County, somewhat below the best of them. Well supplied as it is with railway facilities, and with good roads as can be seen, a territory of considerable size, it enjoys advantages which few other possess, and which will hereafter redound to its improvement to the front rank in material resources and substantial wealth.

TOWNSHIP OF COLLINGWOOD.

This is the north-eastern township of the county, being the north by the Georgian Bay, on the east by the Township of Wassau, in the County of Simcoe; on the south by the Township of Osprey, and on the west by the Township of Euphrasia. It contains an area of 62,600 acres, or 108,53 square miles; at the time of the last Government census contained a population of 6,016 inhabitants, while according to the estimate of Valuers, which is the basis of all county levies, the population at 1864 was 6,200; being the fourth township in the county, though only eleventh in size, while some four others are a few acres of its area.

As to its topographical characteristics, Collingwood is a irregular, and in parts even very rough. It contains some elevated land in the Western Peninsula of Ontario, having an altitude of 1,500 feet above the level of the sea. The line known as the Blue Mountains traverses the centre of the township, thrown out in sundry directions toward its several appellation was attached to the hills in question by the early pioneers, from their fur-trading expeditions a cross the hills originating from their great height which produced the line, forming a factor in the spell which distance added to "leading an enchantment to the view." This range of hills, continuation of the Great Niagara Escarpment, is not only a geological factor of the county, and divides the township in physically speaking, which "gravitate," the one to the west, the former finding its outlet on the Nottawa villages, and the latter chiefly at Thornbury or Meaford.

Collingwood was the first surveyed of any township in the second in date of actual settlement. The first Charles Rankin, brother of Colonel Rankin, many years M.P., the time was the early part of the year 1833; and the proof thereof, the fact that more land was wanted by the Department than the United Empire Loyalist claimants and many others, who were at that time coming into the countable numbers under the incentive or lesser or greater (according to their previous rank) held out by the Government of their settlement. Mr. Rankin's instructions were two townships (St. Vincent was the second) on the Georgian Bay and west of the range already surveyed, which came as far as Nottawassa.

The first settlement of the township was by one Baze the year 1835, a number of others having been located in the 38th previous season, and his location was at the present site. John Maguire was the next in order of time, and some not Baze, was actually the first. He settled on One his son Charles was the first white child born within the township.

At the time of and for some years subsequent to the early route to the front towns was via Penetanguishene, the base of supplies for surveying parties, &c., Sturgeon Bay, Simcoe, and Holland Landing to York. Penetanguishene the nearest place in point of time where supplies could be at a very early day the Crown Lands Department surveyors out what has always been known as the "Government Barrie to the Government 'down-pat' of Meaford; and diagonally from south-east to north-west through the Collingwood, a great share of the 'traffic' of this local apply the term to the very limited amount of intercourse with the outside world) turned in the direction of Barrie.

Although the township was in great part "drawn rights," these were very generally bought up at a nominal

men among the biographical memoirs of the old pioneers, who settled on the Bentinck side of the Garrafrax Road by, were James Burgess, Duncan and Malcolm Campbell, Mrs. John McDaniel, and Alexander Smith. Educational and religious facilities afforded the inhabitants were at Durham, and after that at Hanover, parts of places are or were within the corporate limits of the former, a separate Corporation, is elsewhere referred to, as now the only village in Bentinck worthy of notice, unincorporated, this important village contains over the second of its remaining in the townships being carried as the "balance of power" in both Bentinck and along schemes for housing new railways were being policy on the part of the villages to stick to the town, them to "pay the piper." It is situated on the Durham line and Grey line, and partly in the former county, in the latter. Next after Dick and Hasenager, above Mr. A. Z. Gottwalds and J. P. Adams. The latter built this section of the county. The place is now quite a town, and an important station on the Stratford and W. Two branches of the Sangren form a confluence at a good very good water power, which is liberally used, and consist of a large steam cabinet, stove, and Shingaw mill combined; a water saw mill; large grist-mill, and large foundry; quite a number of carriage, wagon, and an extensive wooden yard, whose "make" is all a wholesale trade; a large tannery; steam pump factory, minor establishments. The usual mail and telegraphic and there are several large hotels, one of which, recently built. There are a large number of stores in all the several of which are very fine indeed. A more than of good residences add to the appearance of the place, most approved mail, express, and telegraphic facilities, its fine school with four teachers, and nine churches, is one of the smartest towns of the western part of the

the third township in the county as to size, containing and at the time of the last census was only second to population, containing at that time 5,650 inhabitants. Chief officers for the present year are: David McNeil, B. Messenger, 1st Deputy Reeve; John McCallum, 2nd; Robert Reid and Henry Willis, Councillors; and John Clark and H. Hunter. On the whole, is a fair average of the western Ontario. Considerably above the average of Grey County, although on the best of them. Well supplied as it now is with its, and with as good roads as can anywhere be found in equal size, it claims advantages which few other townships will hereafter rebound to its improvement, and being a rank in material resources and substantial wealth.

TOWNSHIP OF COLLINGWOOD

the north-eastern township of the county, being bounded on the Georgian Bay, on the east by the Township of North-County of Simcoe; on the south by the Township of on the west by the Townships of Euphrasia and St. Vincent, an area of 69,500 acres, or 108.53 square miles, and at the 1st Government census contained a population of 3,756 souls, 16 families, while according to the estimate of the County which is the basis of all county levies, the real property is being, being the fourth township in the county in valuable elements in size, while some four others come within its area.

Geographical characteristics, Collingwood may be classed in parts even very rough. It contains some of the most in the Western Peninsula of Ontario, having in places an 500 feet above the level of the sea. The range of hills Blue Mountains traverses the centre of the township, with a cut in sundry directions toward its several parts. This as attached to the hills in question by the early pioneers, as the "bar-trading" expeditions a rose the bay, the name on their great height which produced the bluish, misty a factor in the spell which distance added to the scene, by enchantment to the view." This range of mountains is a of the "Great Niagara Escarpment" mentioned in our of the county, and divides the township into two parts, making, which is "gravitate," the one to the east the other the former finding its outlet via the Nottawasaga Rail- and the latter chiefly at Thornbury or Meaford.

and was the first surveyed of any township in the county, second in date of actual settlement. The surveyor was in-charge of Colonel Rankin, many years M.P. for Essex; the early part of the year 1833, and the particular occasion fact that more land was wanted by the Department to fill the United Empire Loyalist claimants and ex-army and who were at that time coming into the country in respect under the incentive of lesser or greater land grants their previous rank, held out by the Government as a their settlement. Mr. Rankin's instructions were to lay out townships (St. Vincent was the second) on the south shore of and west of the range already surveyed, which then only was Nottawasaga.

settlement of the township was by one Bazier, as early as 75, a number of settlers having located in St. Vincent the on, and his location was at the present site of Craigleith, was the next in order of time, and some claim that he, as actually the first. He settled on Concession 11, and was the first white child born within the limits of the and of for some years subsequent to the early settlement, he front towns was one Pontenagushene which was the for surveying parties, Acy, Sturgeon Bay, Orillia, Lake Holland Landing, to York. Pontenagushene was of course late in point of time where supplies could be obtained; but by day the Crown Lands Department surveyed and equipped as always been known as the "Government Road" from Government "down-plot" of Meaford; and as this runs south-east to north-west through the Township of a great show that the "middle" of this locality of we can to the very limited amount of intercourse then existing (and world) turned in the direction of Barrie.

the township was in great part "drawn" as "P. E. were very generally brought up at a nominal figure by

speculators, who sold again to whomsoever they could, and the land passed into the hands finally of settlers composed chiefly of Irish and High Land Scotch immigrants, including of course those who had formerly belonged to the army and navy, though their numbers were few in proportion. And although the settlement was slow indeed, when compared with that of some of the newer and more westerly townships, yet by 1837 there were sufficient able-bodied men among the residents to send quite a number to "the front."

In regard to the early municipal history of this township, we have no authentic data previous to 1852, the records of the Provisional County of Grey, which was then formed, being the first we have been able to unearth bearing upon the subject, and these simply show that Collingwood and Euphrasia were united at that time for municipal purposes, and that Thomas Pringle represented both in the Provisional Council of the new county for that year.

The same gentleman was re-elected to the Reeve-ship of the United Township for the succeeding year. In 1851, however, Euphrasia had withdrawn from the municipal union, and Solomon B. Olmstead was Reeve. He was succeeded in 1855 by Wm. White, who held the position till the end of 1863, with the exception of the year 1857, when W. Fleming occupied the civic chair. The next three years found the following gentlemen, in succession, occupying the Reeve-ship: Wm. Reid, Alex. Mitchell, and D. H. Rogers.

In 1867 Collingwood became entitled to a Deputy Reeve; and the County Council representatives for that year, who were also the first ever elected by the popular vote, were Wm. White, Reeve, and D. Wright, Deputy. Since that time the following gentlemen have occupied the position of Reeve or Deputy of Collingwood, the various years of their respective incumbency being easily obtainable by a perusal of the "Municipal" sketch in our general history of the county: Wm. White, James Burke, Joseph Burke, Neil McCollman, W. Kerr, and W. Hewitt, the small number indicating a proportionate long incumbency of the respective positions.

The municipal officials of the township for the current year are: Reeve, Neil McCollman; 1st Deputy, Wm. White; 2nd Deputy, Wm. Kerr; Councillors, David Wright, Peter Stoughtonburg, Clerk, Edward Burke; Treasurer, Walter Hunter.

The Township of Collingwood was, until a comparatively recent date, without railway facilities; but the extension of the Northern Railway from Collingwood town, its previous terminus, to Meaford, has given the people advantages in that respect which are not elsewhere exceeded.

There are a number of post villages in Collingwood, but the only ones of any considerable extent or importance are Thornbury, Clarksburg, and Beethcote.

Thornbury is the largest of the three, and has within the past few years developed into a considerable town of between 1,000 and 1,200 inhabitants, containing six large general stores, five churches, some of which are really fine ones, a large school with three teachers, four good hotels, and all other lines of business generally found in a five-railway town. Though possessing much more than the required population, Thornbury has not yet been incorporated. It was first settled by Solomon B. Olmstead, who erected a mill on the "plot" which had been surveyed by the Government with the view of building a future town. Thornbury possesses one of the finest water privileges in the county, on the Beaver River, and owned the very first mills in the Province, containing seven run of stones, is situated here.

Clarksburg is in one property a part of Thornbury, being situated less than a mile south, also on the Beaver River. W. J. Marsh was the original locator of the land on which it is situated, in 1836. A couple of years later W. A. Clark moved in, and erected wooden mills. Soon after Mr. Teson erected a flouring mill, and from that time the settlement grew to be quite a village, and now contains several hundred inhabitants, with all the *et cetera* which the enterprise of its founders have bequeathed to it as properties of a flourishing country town. It received its present name from its founder, Mr. Clark, one of the most energetic men who ever settled in the forests of Grey.

Beethcote is on the Euphrasia town line, and is not of so great importance in size, position, or attributes as either of the above mentioned. It is on the "Government Road," which was one of the first surveyed by the Crown Lands Department in the county.

The Corporation owns a Town Hall at the post village of Ravenshoe, which is almost in the centre of the township, and also on the Government Road.

Speaking of the township as a whole, there are few better ones in the western part of the province, while, as compared with others in the county, it stands second in the per-acre valuation of its land, St. Vincent being first. From the character of its citizens, no doubt exists of its former rapid stage of development being continued in the future; and it is safe to predict that, by the time another generation has passed, Collingwood will show that state of wealth and prosperity which could give to any one locality the preference over others, and add to its prestige and influence in the sisterhood of incorporated communities.

TOWNSHIP OF DERBY

This township is situated on the western tier, and extends to the Bruce County line, where it burts the Township of Arran on the west, having Koppell and Sarawak on the north, Owen Sound and Sydenham on the east, and Sullivan on the south. With the exception of Sarawak, it is the smallest township in the county, containing 41,718 acres of an area and embracing a population, at the time of the last official census, of 1,996.

The surface of the township is rolling to hilly. The eastern part is very rocky, and exceptionally rough below Inglis Falls, where the Sydenham, by which river it is drained, while the western section is drained by the tributaries of the Sagbe, and the soil in that portion is more generally clay loam, and the surface of the country by no means so rough as farther east.

The late Nathaniel Herriman, a gentleman of U.E. Loyalist descent, settled on Lot 9, Concession 1, in the summer of 1839, probably the first settler in the township. He built, soon after, the first mill on the Sydenham.

Although the north-east portion of Derby (viz. that part now included in Owen Sound and its immediate vicinity) was considerably settled as early as 1811 or 1812, the settlement proceeded so slowly that seven years later there were not more than twenty families in the township, and most of these were along the Garrafrax Road. Among these who had settled previous to the autumn of 1818 were the Barbers, Neil Benton, Hugh Collier, the Flemings, the Herrimans, Andrew Harvey, the Halls, Peter Inglis, John and Robert Linn, Jesse McInnes, the Maxwells, Wm. Neelands, and Thos. Seville. A number of the above came in before the township (except that portion bordering the Gara-

of a character which has nowhere made itself more apparent than during what was a quarter of a century ago an almost total loss of the most inhospitable and unvarying character, into now very rapidly becoming one of the most fertile, and in effect one of the busiest, rural sections of the Province.

area is bounded on the north by the Township of St. Vincent, to the Township of Collingwood, on the south by the Township of Antigonish, and on the west by the Township of Holland. It lies through in these parts traversed by the spurs of the Blue Hills, which branch out in various directions and irregular form into the township. The Beaver River runs through it in a westerly direction, the valley formed by it composing one of the best land land the county of this county boasts of. The north-western valley of the Beaver is celebrated about one third, the middle of the township is composed of high and rocky table land, the points of which, which have developed, it will soon develop, into a personal district, but which, for excellent quality of soil and agricultural population, cannot compare with the lower lands of it, which are acknowledged to be among the very best in the township. This section is generally known as the "Butt", from the fact that very much resembles the shape of that domestic animal, the point of which begins at the northern end, and extends to the south, and is a narrow strip of land, extending to the foot of Antigonish land, and being in it from the "tail" of the "Butt" near where the river leaves the township limits, enters the water of the great Bay.

Number of Inhabitants over 15,000 years 1,400, exactly 411, 400. There was at the time of the last census a population of 507 families; and the progress since that time has been such as to say that the number has increased about one half, or more, since that time, which is what the only kind of estimate is an approximate estimate, so not to estimate at a population, that their figures, is a table, and more than that, to estimate.

mined, and we have to move that, in no part of Canada, in the
more, more, of spot from which its height of view may be
than that in this township. There is a point which affords
some view to the beholder, over an extent of hill, dale,
and river, in view of its natural beauty, the scene of the
size, land, in the Valley of the Yosemite.

Time of Time: Ephraim was first surveyed after the original
survey, and was a part of the Township of Meacham, probably
the first survey of the Township of Meacham. The
this arose from the fact that the "Government Road," which
at the time, to the town plot of Taunton, with a line of
the town, through the northern corner of the township. But
there were a few settlers in the north-eastern part of it, and
they, to the settlement, proceeded gradually, so that the
settlement, however, surprised the very course of the population,
and of the road, in the direction of the season of the
first settlement, still in the whole township, was old Mr. Eaton,
known as "Old Mr. Eaton," who lived on lot 25, Con. 2.
Eaton was thus distinguished. From the fact of his son, the
of the township. His son, Elias, was the first child of
him, and he had the first District Councilor seat
by the "Old Mr. Eaton." At this time the two eastern
of the township, including Ephraim, belonged to the County of
the "County of the old gentleman," the old gentleman, the
of the "Old Mr. Eaton," and among his sons, when some
of the District Council meetings at that town.

During the very early settlement, were James Kerr, who was subse-
quent member of the county, as also the first Reeve of the township.
Farrington, also subsequently connected with the township of
Holland. F. H. Duke, Joseph M. Combs, John Bell, and
others, who represented the township many years in the County,
and whose sons are now for several years past a Reeve, John
Robert Bell, John Bell, B. W. White, Peter Perry, Joseph
L. Kennedy, John Wright, Richard P. Hunt, Richard Spaulding,
also, James Mayes, Alexander Duke, Thomas Langille, John
Bell, John and Robert Tuxton, John Curry, John Sewell, and
others.

The first school built in the township was on "3rd line," at "Union" and Kenton and St. Vincent, and the first teacher was one . . . The first minister who ever held religious services within it was Rev. A. R. Mulholland, now Rural Dean of Grey, his first being preached in the house of Joseph McCombes, on 1st St.,

imals eaten in the Province is better supplied with mail facilities. Ephraim, there being no less than twelve post villages to limit the right none whose size and importance exceeds that of hamlets. At one of these, Kō-k'yun, very near the centre of usings, is situated the Town Hall, a fine brick building, which

greater number of schools throughout the township are either at state, and as a whole are considered the best which any individual in the county possesses; and the improvements of private land are first class, particularly throughout the valley of the Eastern branch, and is possessing the most climate of any portion of land with the single exception of a small section of the Western side of Ontario township Lake Erie. It is considered even a new growing territory than the last mentioned locality, and is the most extreme latitude in which that fruit can be successfully cultivated.

regard to the municipal representation of Ephraïma, that town united to Collingwood for municipal purposes till the year when James Keir was chosen first Reeve, holding the position four years, when he was succeeded for three successive years by Hugh Ambrose. Mr. Keir then held the position for six years, when Paterson filled the civic chair for eight years and Robert Myles, bringing us down to the present year.

first Deputy Reeve was elected in 1870, in the person of J. W. Jones, who was twice re-elected, when Robert Myles succeeded him for us, he being followed by A. Erskine for two years, with John McCall filling an intervening term; then E. E. Knott came in, and remained in till the present year, when he was elected Reeve.

following comprise the entire list of municipal officers for the year: Reeve, E. E. Knott; Deputy, James Boyd; Councillors—Sweett, John Hurlbert, David R. Ellis; Clerk, Robert Dunlop; J. D. Chabree.

The assessed valuation of the township, or at least the County Valuator's estimate (which is considered more reliable), is \$904,129, being the seventh township in the county, while—as can be gleaned from what few remarks appear above—the general characteristics and attributes of Espinosa are such as to mark it high in the list of our most prosperous and enterprising rural corporations, not only of the County of Grey, but of the Province at large.

Glendon is one of the central townships of Grey County, being flanked by Holland, Arthursville, Egmont, and Bertwick, to the north, east, south, and west, respectively. The Ganarua Road divides it from the latter township, and the Toronto and Sudbunm separates it along its north-east side from portions of Holland and Arthursville, which together surround three sides of the parallelogram, forming its north-western portion, the Toronto, Grey, and Lake Railway passing through its last mentioned section, in which is situated the large and im-

This part of the township forms the "water shed" of the entire western portion of the Province, from which the waters flow to the north, east, south, and west, and therefore embraces the very highest land in western Ontario. The shed part of the township is drained by the tributaries of the Sturgeon, which empty little lakes here and there scattered among the hills, as we find them throughout the Laurentian mountains of Ontario and Quebec.

The surface of the country is more of the "undulating" character, little of it being so even as to be considered "flat," and but a comparatively small portion really "hilly." That section bordering the Gathawa River is probably the roughest of the whole, much of it being broken and covered with boulders. The survey except the section bordering this road, was not made till 1880, by Mr. Dennis, the late Surveyor-General of Canada.

[illegible]

Glencoe, is the fourth in size of the Glencoe township, containing about 70,500 acres. At the time of the latest census it was fourth in population, the number of inhabitants being 4,000. A large share of this population, however, is now included in that of the town of Gardnerville which is chiefly situated in Glencoe, and the township population of Glencoe is now about 1,000. The rate of improvement has not kept pace with many of the other townships, i. e., in the aggregate, from the fact that a greater proportionate quantity of the land is barren and poor. There are many fine farms throughout every part of it, however, and no more intelligent or more prosperous farmers anywhere be met with than in the Glencoe township. The Glencoe, Glencoe, and Glencoe Valleys, is within a tract of land of a million of dollars, Keppel and Sarawak being the only other townships falling below these figures.

The chief municipal officers for the current year, are: Enlist M. Rao, Warden of the county; Reeve; Thomas Davis, Deputy Reeve; George Binne, John A. McMillan, and Patrick Neill, Councilors; James Brown, Clerk, and James Edgar, Treasurer.

lamps, brooms, clocks, and umbrellas. Marksville, which is the only village of any size or importance in the parish, is situated near its north-eastern extremity on the Faubourg and Steamboat Road, and is an important station on the Tensas, Grey and Bruce Railways. It was first settled by Mark Armstrong, in 1854, and when a Post Office was established it was called East Glendale, a name which has been several times changed, and was finally, in honor of its founder, called Markville. It is a *Piedmont Village*, but the past few years, with a population of more than 3000, sufficient now to incorporate. The Village Trustees are W. J. McFarland, Thomas Matthews, and Edward Large. The village has the best of mill, export and telegraphic facilities, a weekly newspaper (the *Express*), three hotels, good schools, three churches, twelve stores, two elevators, and a number of manufacturing establishments, including three saw-mills, floating mills, foundry and machine shop, sack and flour mills, planing mill, woolen mill, steam saw and harness shops, Ave. Ave. A branch of the Erie R.R. runs through the town, supplies good water-power, and altogether Markville is a model specimen of a country town, there being a larger than average proportion of two brick buildings, and the town generally wearing a smart and busy aspect not usually met with in places of equal size.

Glenoid is not behind the most picturesque portions of the county or the country in the varied beauty of its scenery. At "Glenoid Falls," near the centre of the township on the "Rocky Scoutzen," the water rushes swiftly for some distance over a bed of rock, from the edge of which it plunges perpendicularly a distance of about twenty feet forming one of the most picturesque scenes to be met with anywhere in the country.

Although, on the whole, far behind the most wealthy townships of Grey, Colnelyns, in the aggregate, by no means an inferior section of country; and if the improvement within the past decade be continued in the future, it will not be long till it will change positions in the scale of importance and material wealth with some which now aspire higher.

In position, Holland is the north-west angle of the square which comprises the four central townships of the county, its respective boundaries being Sedenham, Enghastras, Glenelg, and Sullivan, on the north, east, south, and west. It is exactly the same size as the townships to the east and west of it, containing 73,140 acres. At the taking of the last census it contained a population of 3,249, and the latest official valuation of real estate places it at \$596,940.

The general topography of the country is rough and rocky, much of it extremely so, though there are occasional stretches of fine country, and these are for the most part comparatively level and free from stone. There are several small lakes within its limits, such as are more fre-

quent in the Laurentian region, and these are drained by tributaries of the Saugeen, Sable, and Sydenham. The Toronto and Sydenham Road, as also the Toronto, Grey and Huron Railway, runs through it from the south-east to the north-west corner, and the Cataraugus Road forms its western boundary.

The township is named after Lord Holland, and, with the exception of those portions bordering the two main roads already mentioned, was not surveyed till 1848, by Mr. Charles A. Rankin. The settlement was almost wholly by families of Irish nationality. Although, at first very slow, there were sufficient numbers located, principally on the "free grants" of the Garabita and Toronto and Sydenham Roads, to organize the township as a separate municipality in 1851, the first year of the creation of the Municipality of York.

The official records of Holland are not preserved so far back as its earliest organization, but from conversation with some of the oldest residents, we find that Charles Thorpe was the first Reeve, and by a strange construction of the Municipal Act, he also held the office of Treasurer at the same time. The chief municipal officers for the present year are: Reeve, Wm. Howes; Deputy Reeve, John Cameron; Councillors, Wm. Norton, James Merriam, Anthony Schuler, Clerk, Caspar Fure; Treasurer, Stephen H. Brown. Of the several villages of note or less important within its limits,

Cityswornmen in the north west corner, at the junction of the Danforth and Toronto and Steelesham Roads, is the chief. It is a police village, and a landing station on the Toronto, Grey and Bruce Railway. Among the early residents were S. H. Brees, the present Treasurer of the township, and John and Rice, Beavitt, the latter of whom was subsequently many years Brees. But the first within its limits was one Coyer, who built a log shanty there as early, it is said, as 1842, in which he kept tavern. He was succeeded by one Dwyne, who lived there several years. Mr. Brees was a returned Californian, and he built a much more pretentious hotel on his advent, which he called the "California House," which was thenceforth a well-known house of entertainment. The development of the place, since the building of the T. G. and B. Railway, has been very rapid. It now contains twelve stores in various lines, four hotels, a school with two teachers, four churches, a large number of sawmills and blacksmith shops, saw mill, shingle mill, etc., together with the best and most extensive telegraphic facilities. It was for some time known as Johnston, but when the P. D. Department established it received its present name from the P. D. Department. It contains sufficient population over 750 to incorporate under the general provisions of the Municipal Act, and there has lately been an agitation tending in that direction.

WILLIAMSBURG (Sullivan P.O.) is a post village on the Garafraua Road, partly in Holland and partly in Sullivan, containing several stores, taverns, mechanics' shops of various kinds, large woollen factory, grist and saw-mills.

MASSIE and STRATHAVEN are also small post villages, both near the northern part of the township. The land in the vicinity of those places is called the best in Holland, being in the valley of the "Big Head" River.

Holland is generally looked upon as lacking that amount of enterprise among her "representative" men which our thriving western municipalities are generally credited with possessing; and this, coupled with the fact that she is a town which is not particularly well situated, tends rather to keep it in a state which by comparison cannot truthfully be described as otherwise than backward, though the advantage it now possesses of rail facilities is doing much to modify the inappropriate circumstances in which it was originally placed.

KEPPEL AND SARAWAK

From the time the territory comprising these two townships first came into a position to assume municipal government, it constituted but one township till the year 1868, when Saragwak was set off. Both townships formed a factor of what was and still is known as the "Indian Peninsula," a brief reference to which might be in order by way of

When the treaty of 1827 was made between the Government of the old Province of Canada and the Indians of "Western Canada," the large extent of territory, embracing in part the present counties of Peel, Dufferin, Bruce, and Grey, was ceded by the Indians, but it was provided at that time that every acre of that portion which is now drawn from the mouth of the Sydenham (then Sarnia) to a point on the Sangamon. As above mentioned, this territory was thereafter designated the "Indian Peninsula," and included the two townships now under review, together with Amabel, Algonquin, Eastnor, Lindsay, and St. Edmund, in the County of Bruce.

It was not till the year 1868 that the Government made a further treaty with the Indians, whereby this territory was all surrendered, with a few insignificant exceptions which remain in the shape of small "reserves" in various parts of the "Indian Peninsula." The largest of these reserves was "Sarawak," so named in honor of Sir James Brooke, private secretary of Lord Bury, then Governor-General; "Sarawak" being one of the battle-fields of India on which he greatly distinguished himself. At the same time a Government "town plot" was laid out in the south end of the reserve, called after his name "Brookehudi," where there is now a small post village called "Brooke." Kappel received its appellation from Lord Bury himself, whose family name it was. It is a curious coincidence in this connection that Sarawak continued to be an Indian Reserve till 1891, when it was surrendered to the Government, by whom it was soon after sold at auction, after which, till 1898, as above mentioned, it formed part of the Township of Kappel; the Indians who were previously located thereon removing to Cape Crocker, in Albemarle, where they still remain.

Keppel and Sarawak together constitute the north-eastern portion of the County of Grey, including the peninsula formed by the two indentations of Georgian Bay—Colpys Bay, and Owen Sound. Along the western shore of this latter body of water lies Sarawak, a narrow strip of land, extending from the south boundary of the original Indian Peninsula about eight miles down the Sound, and less than two miles into the Georgian Bay. The narrow strip of land which the latter indentations form in the county, Keppel of course comprises the balance of the territory above described, and is at the same time the largest township of Grey, containing 84,992 acres. The last official enumeration of the census gave the respective figures for the two townships as 2,171 and 1681, and the latest official estimate of the Grey County Valuator places the value of real estate therein at \$207,000 and \$118,400 respectively.

The above small figures indicate the real state of this territory, which is comparatively poor, being in great part rough, rocky, and covered with boulders as well. The general characteristics of the Laurentian regions apply in a marked degree to this locality, including many little lakes, some of which are of great beauty, nestling between the hills.

The townships were surveyed in the same years they were laid out by the Indians (1855 and 1856) by Charles Rankin. The earliest settlers were W. C. Boyd and John Keppeler, Grinnell, William M. Naught, Ernest Monek, and George Grinnell portion. The four last named came in before the survey of settler land was effected, but were permitted by the Indians to remain unmolested. Mr. Grinnell was elected first Reeve of Grinnell, in 1858, at which time they were first incorporated for civil purposes. Subsequent investigation proved the expediency of an annual number of taxpayers in the township to entitle them to the first of January, 1860, and the township was organized, and Mr. Grinnell was elected first Reeve, being the first for the united townships, whose term expired in 1862, when Jno. B. McKenzie became their representative, which year entered upon a separate municipality.

The chief municipal officials for the two townships are: Keppel Reeve, Wm. Totten; Deputy Reeves, George H. Brown, Samuel Whitman, Samuel Johnston, Allan Gavin Shaw; Treasurer, James Critchshanks; Sawaw McNaught; Councillors, Ernest Monek, Robt. Walker, Duncan McLellan; Clerk, Charles Julian, Jr.; The Lyness.

There are about 15 villages of any size or importance. Sarawak, except Watton, which was, till recently, in and partly in Amah, Bruce County; but was in Legislative Session of 1880, and now belongs to the Government. The small post village of Crutchebank, on the "diamond road across Kippel, from Sydenham to the Lake L. Hepworth, on the Bruce line, is named after the founder, town-ship Treasurer, who were among the earliest settlers. There are also Orenden, North Kippel, and Proseigne along the shore of the town-ships, the former being on the extensive Indian village. These, with those already mentioned, constitute the list of best villages.

WARDEN, above-mentioned, now possesses a population and contains about twenty stores in all lines, several high stone school-houses, with two or three teachers, a number of churches, and manufactures in various branches, including three steam saw mills, steam shingle mill, steam woolen factory, and a variety of smaller iron and wood establishments.

The town was laid out and named by the Governor. Indian Peninsula was first surveyed, and put into navigation. It is now a most thriving and prosperous place, having communication with other Georgian Bay ports, being situated on Colpoy's Bay, which is admitted on all hands as one of the finest harbors on the great lakes. It is the northern terminus of the Huron Railway, and as such is destined to become a very considerable trade, and the great distributing point for Georgian Bay lumber.

Among the attributes of Wharton is a live local press which is one of the most cosmopolitan sheets we have in our provincial towns.

The country immediately surrounding Wharton is silted, and on the whole much superior to the average any other portion of the Indian Peninsula; and now that we have come into possession of so many and so fine advantages which is of course the railway, the development and the adjacent territory cannot be otherwise than of the most substantial nature.

Taking Keppel and Sarawak all in all, however, no be expected very soon, as the territory generally is so described as poor, and the settlers have disadvantages to which the majority of those in more favored localities nothing of. But in scenery and location, and many of the of the highest civilization, this locality is exceptionally these respects, at least, no better or more desirable or even anywhere be found.

TOWNSHIP OF MELANCTHON

Melancthon is situated in the south-eastern corner Grey, being bounded by Osprey and Proton on the while the Township of Mulmur in Simcoe County but and Ancaster in Wellington County on the south.

The surface of this section of the county is rolling, not intersected, however, with considerable swampy areas capable of drainage, and many of which have already been reclaimed. The soil is chiefly clay loam, possess of excellence. It is supposed that the highest point of Western Peninsula of Ontario is in the Township of Westland, which it is more nearly level than any in Grey County. There is a point on Lot 28, Concession 1, being computed at 1,263 feet above the level of the lake.

Previous to the general settlement of the township was covered with immense cedar and tamarack swamps, the head waters of rivers running to every pass, and emptying into all four of the great inland lake Huron, and Georgian Bay. It contains 65,200 acres the time of the last census only had 2,940 inhabitants improvement - since that time have brought most into the means of placing the township in a most progressive condition to that which it enjoyed at the above period.

The Toronto and Sydenham Road runs through Mt. Southport to its northwest corner, as does also the T. Bruce Railway. The lots and concessions run parallel to the first mentioned road, the effect being all diagonal to the outlines of the township, a fact extremely unusual in Ontario. This does not apply, however, to the "old survey", a portion of the township consisting of the first 14 concessions, which were surveyed in 1814 and which had then been made very soon after.

The first settler in Melchett was Louis Houting in 1811 in the second concession, and almost Henry Bates settled near the north end; while among a large family of Pages who settled near the centre of the township, Daniel Markle, of the Milner family, who came in to work as a blacksmith for Markle, Sr., a sketch of which appears above, kept the first saw-mill in the township, and first Ward of the county.

ships were surveyed the same year: they were surrendered (1855 and 1857) by Charles Rankin. Among the very titles were W. C. Road at North Keppel, and Moore, William M. Sought, Ernest Monck, and Gervahay, in the north. The four last named came in before even the treaty was effected, but were permitted by the Indians to remain. Mr. Drumton was elected first Reeve of Keppel and in 1858, at which time they were united to Derby for purposes. Subsequent investigation proved the election illegal, by an insufficient number of ratepayers in Keppel and Sarawak to separate organization. Next year, however, 1859, this was duly accomplished, and Mr. Drumton was again elected the first for the united townships, whose union was confirmed in 1868, when Mrs. B. McKenney became the first Reeve of which that year entered upon a separate municipal existence of municipal officials for the two townships for the present Keppel. Reeve, Wm. Eaton; Deputy Reeve, J. C. Clarke; Samuel Whitman, Samuel Johnston, Allan Wilson; Clerk, W. Treasurer, James Chickchicks. Sarawak. Reeve, Robt. W. Commissioners, Ernest Monck, Robt. Walker, John Morton, G. Lellan; Clerk, Charles J. Julian, Jr.; Treasurer, Thomas are no villages of any size or importance in Keppel and Sarawak, which was, till recently, partly in Keppel in Annabell, Bruce County; but was incorporated at the Session of 1880, and now belongs to the County of Bruce. All post villages of Crickchank, on the "diagonal" Government Keppel, from Sydenham to the Lake Huron shore, on the Bruce line, is named after the family of the present Treasurer, who were among the earliest settlers in this township, also Owen, North Keppel, and Presque Isle post villages, date of the townships, the former being on the site of quite an Indian village. These, with those already mentioned, consist of post villages.

Os, above-mentioned, now possesses a population of over 800, on about twenty stores, mail lines, several hotels, a splendid school-house, with two or three teachers, a number of nicely-built and manufactures in various branches, including steam grist steam saw mills, steam shingle mill, steam planing mill, steam tannery, and a variety of smaller iron and wood-working establishments.

It was laid out and named by the Government when the militia was first surveyed, and put into market about 1848, a most thriving and prosperous place, having daily steam communication with other Georgian Bay ports, being situated at the head of Bay, which is admitted on all hands as one of the finest in the great lakes. It is the northern terminus of the Stratford and Huron Railway, and as such is destined to become the centre of a considerable trade, and the great distributing point of Western or Georgian Bay lumber.

The attributes of Wharton is a fine local paper, the *Edmo*, one of the most cosmopolitan sheets we have anywhere met for provincial towns.

Country immediately surrounding Wharton is extremely diversified on the whole much superior to the average, or probably to portion of the Indian Peninsula; and now that the town itself into possession of so many and so fine advantages, chief among of course the railway, the development and improvement of territory cannot be otherwise than of the most advanced and natural nature.

ing Keppel and Sarawak all in all, however, no great results can be expected, as the territory generally is such as must be developed, and the settlers have disadvantages to contend against a majority of those in more favored localities know little or not. But in scenery and location, and many of the chief attributes best civilization, this locality is exceptionally favored; and in fact, at least, no better or more desirable or enjoyable location here be found.

TOWNSHIP OF MELANOTHON.

tion is situated in the south-eastern corner of the County of Grey bounded by Osprey and Proton on the north and west, Township of Mulhain in Simcoe County butts it on the east, north in Wellington County on the south.

Surface of this section of the county is rolling for the most exposed, however, with considerable swamp areas, all of which are of drainage, and many of which have already been utilized for crops. The soil is chiefly a clay loam, possessing a high degree of fertility. It is supposed that the highest point of land in the Peninsula of Ontario is in the Township of Melanthon, noting which it is more nearly level than any other township in the county. There is a point on Lot 28, Concession 8, which has been found at 1,200 feet above the level of the latter.

As to the general settlement of the township, the most of it is laid with immense cedar and tamarack swamps, from which a head waters of rivers running to every point of the compass into all four of the great inland lakes—Ontario, Erie, and Georgian Bay. It contains 65,200 acres of land, and at the last census only had 2,010 inhabitants, but the general means since that time have brought most material result, and means of placing the township in a most prosperous condition to that which it enjoyed at the above period.

Ontario and Sydenham Road runs through Melanthon from its to its north-west corner, as does also the Toronto, Grey and Huron. The lots and concessions run parallel and at right angles to the main road, the effect being to make the lines laid to the outlines of the township, a fact existing in no other in Ontario. This does not apply, however, to what is called "Survey," a portion of the township consisting of four concessions in the eastern side, which were laid out as early as the year 1830, and first settlements were made very soon afterwards.

First settler in Melanthon was Louis Hanning, who located Lot first and second concessions, and almost at the same time they settled near the north end; while among the earliest were family of Bages who settled near the centre, William Sisk's on the south, Daniel Mankie, on the Mulhain township line, one who came in to work as a blacksmith for Mr. Hanning, Wm. a sketch of whom appears elsewhere; Wm. Arth, for many years, and James Beachell, who kept the first hotel, was the first the township, and first Warden of the county.

First marriage was that of Andrew, son of Louis Hanning, to Apple. The first church and school were erected at Hanning's were the first town meeting was also held, and so continued for years.

HORNING'S MITT, the village above mentioned, was named for Mr. Hanning, and there is a melancholy incident connected with its early history. One of Mr. Hanning's sons and three children of Vancouver wandered off into the woods, and no trace of them was ever found. After years of futile effort the search (which had extended, with the aid of even Government action, to all the tribes with which the Indian Department had connection, was abandoned, and the Hanning family removed from the place where early history had so saddened their lives. The village is situated in a very picturesque locality, and is much admired for its scenery and surroundings. It is now the chief village in the township, containing several hundred inhabitants and the attributes of a busy and prosperous country town, including several stores, hotels, schools, churches, six or seven mills of various kinds, and quite a number of smaller mechanical establishments.

The municipal officials of Melanthon for the present year are:—Wm. Arth, Reeve; Wm. August, Deputy Reeve; James Corbett, Clerk; Harley, and John Hogg, Councillors; James Brown, Clerk; and John Mills, Treasurer.

The township voted by a very large majority for annexation to the new County of Dufferin, already provisionally formed, and for the future it will bear no connection with the County of Grey, of which, up to the present time, it has formed a part.

TOWNSHIP OF NORMANBY.

This is the south-western township of the county, having Hartwick on the north, Egremont on the east, Minto (Wellington County) on the south, and Carleton (Bruce County) on the west. It is the third smallest township of the county in size, coming next after Sarawak and Derby, and containing 14,608 acres of land. It is second in appraised value, coming next after St. Vincent, and its real estate is estimated at \$1,000,872. The population in 1871 was 5,563, which the highest of any township in the county, and this number has been since that time very materially increased, retaining for Normanby its advanced relative position on this point.

The eastern part of the township, bordering the Gattafaxa Road, is comparatively poor, but further west it is of exceptional excellence; so much so that the average excellence of the whole is admitted to be greater than that of any other township in the county. The surface is generally rolling, and the soil chiefly a clay loam, with areas of heavy clay. It is watered by various tributaries of the Saugeen, and is profusely supplied with water power, which has been liberally utilized.

The township was named after an English nobleman bearing the same title. With the exception of a narrow strip bordering the Gattafaxa Road (which divides it from Egremont), the survey was not made till 1851, by the late David Gibson, who did not complete it till 1852; and it was not until 1860 that the lands were thrown open for sale to the Government. Two or three years previously, however, quite a number of Germans, and a few of other nationalities, had settled through the western portions of the township as "squatters," all purchasing their lots when they were put on the market.

Although Normanby is essentially an agricultural community, yet there are two fine villages within its limits, Newstead and Ayton.

Newstead and Ayton, large and busy villages, are situated within the limits of Normanby, otherwise a strictly agricultural community. The former was first settled in March, 1851, by David Winkler, from Waterloo, father of the present Deputy Reeve, who was himself many years subsequently prominently connected with the municipal affairs of the township. Charles Kitchin also came in soon after that, and those two were the only ones who located there previous to 1855. The village now contains a number of good stores, three hotels, one grist and two saw mills (being situated on the south branch of the Saugeen), one foundry, two tanneries, a brewery, a woollen factory, flax mill, cheese factory, furniture factory, several carriage and blacksmith shops, &c., &c. There is a German newspaper published in the village, called the *National Zeitung*; school with two departments—a fine brick building, costing nearly \$5,000; four fine churches; express and telegraph offices, &c. It has a population of about 800 inhabitants, is one of the most busy and enterprising little towns anywhere in the Western Peninsula, and an important station on the Stratford and Huron Railway, which will soon advance it to the position of a large centre of trade.

AYTON, which is also situated on a branch of the Saugeen, is likewise a prosperous and flourishing village containing three general and a half dozen other stores, four hotels, one school, three churches, a large number of mechanics' shops, grist and saw mills, and a "creamery." It is a station on the Stratford and Huron Railway, has the most approved mail, express, and telegraphic facilities, and several hundred of a population. The Township Hall is also located here, and those who meet therein to transact municipal business for the year 1880 are, Joseph Koenig, Reeve; John Blyth, 1st Deputy; William Winkler, 2nd Deputy; Hugh Bell and Conrad Fischer, Councillors; and W. H. Ryan, Clerk and Treasurer. The first settler in this place was Wm. Fletcher, and about the same time Henry McMahon came in—one of the first to locate in the western half of the township, and afterwards many years its Reeve.

Normanby voted to the Stratford and Huron Railway, by way of bonus, the insignificant sum of \$80,000, but the money was without a doubt wisely given, as the building of this road will certainly result in making it not only the first township in the entire country, but among the very best in every particular within the entire Province.

TOWNSHIP OF OSPREY.

This township occupies a central position in the easternmost tier of Grey County municipalities. Its northern and southern boundaries being respectively formed by the Townships of Collingwood and Melanthon, while Ardenburg borders it on the west, and Northampton, in Simcoe County, on the east. Its superficial area is 70,677 acres, assessed at the value of \$628,284.00, and divided among a population which, at the time of the last official census, numbered 3,033 souls. These figures will not now, however, accurately represent the number of inhabitants, owing to a considerable increase since then; but for reasons elsewhere explained, in regard to the unreliability of assessor's returns, we deem it not worth while to attempt a more accurate statement of numbers in this regard.

The topographical characteristics of Osprey indicate a quite decided roughness in some portions, which subsides in other parts into a surface which may be described as merely "rolling." Roughness are prevalent in all parts of the township, but particularly in the northern concessions, where their size appears to increase proportionally with their number. The general altitude of the surface is high, and its condition consequently dry enough, but this relaxes into small areas of low land and swamp toward the southern border of the township.

the county, her representative and Reeve for several consecutive years being Mr. Thos. Fritzke. The names of those who represented Sullivan in the County Council from that date to the present may be elsewhere seen, so we will here give but the names of the municipal officers for the present year, which are as follows, viz.: John Sparrow, Reeve; Jas. Vaisey, Deputy Reeve; Alex. Hunter, Joseph Pringle and John Hyslop, Councillors; Alex. Stevens, Clerk; James Bottie, Treasurer.

In spite of the natural disadvantages elsewhere noted as being peculiar to portions of this township, the general condition of public and private affairs throughout its breadth would justify the opinion that an unusual amount of skill, perseverance, and effective industry had by its inhabitants been brought to bear upon these obstacles to advancement. In more favored localities, the forest has long since been transformed into fields, and the wilderness has been cleared. Sullivan as a whole cannot successfully dispute the right of certain other townships of the county to a place in the foremost rank, yet both appearance and fact contribute to the belief that there exist among her people the true elements of prosperity and progress.

TOWNSHIP OF SYDENHAM

This town township, lying just to the west of St. Vincent, is washed on the north and north west by the waters of Owen Sound, bordered by the town of the same name, and the Township of Derby on the west, and by the Township of Holland on the south. Its extent includes 76,000 acres, thus placing it fourth in point of superficial area, among the townships of the county. This area was divided, according to the returns of 1861, among 594 occupiers, 524 of whom owned their farms, and the whole of the township was divided into 1,239 farms. This large extent of territory only the rather small population of 2,290 souls were in an improved condition in 1871; including 23,191 acres under crop, and 44,645 acres of garden and orchard. The material progress of the township during the preceding ten years may be noted by a comparison of the above figures with the following, gathered from the census report of 1861, viz.: population, 3,021; occupiers of land, 456; land so improved, 13,532 acres; amount improved, 13,298 acres. The assessed valuation of property, then, the township amounts to \$90,575, this being the fifth in point of value among the seventy-two townships of the county.

The Township of Sydenham was surveyed in 1812-3 by Charles Rankin, immediately after which it began to attract settlers in considerable numbers, and the advent of new comers was uninterrupted from that time until the entire township was quite populationly settled. The actual pioneer of Sydenham outside the limits of the present town of Owen Sound, which received a few settlers about a year previously, was John McKay, an ex-soldier of the 42nd Highlanders, who located at Jarvisburg, 3 mi. S. of Owen Sound, on the 21. Con. R. Among the first to arrive after the township lands were fairly laid out in the market, were a number of the Campbells, Thos. McDonald, Richard Carney, several representatives of the Van Cattenburg, the Doyle brothers, one Armstrong and his family, including several sons, Tim Runkan, several Hogges, J. Wilson, one or more of the Morrissons, and others in such numbers that an attempt to trace the order of their respective arrivals would be a vain one; suffice it to say, however, that the influx of immigrant was rapid and steady for several years, or in 1814 the opportunities of obtaining low-priced land in Sydenham had become a thing of the past. By far the greater number of the early settlers came from the County of Wick, from the British Isles, all three of which were and are fully represented in the population of this township; but the numbers of Scotch residents largely preponderated over either of the other two, the Irish settlers in turn considerably outnumbering the English.

Those of them who, by any chance, had imbibed the idea that life in the pioneer's hut, with its attendant responsibilities, was not inhumane and laborious, were speedily undeceived, and convinced by the most forcible arguments that the conquest of the forest was not the "pastime of a drowsy summer day." But trials and hardships, fatigue, privations and exposure followed each other so rapidly, as to leave no intervals between the sufferings of the pioneers of New England. The first to be daunted by the toils with which Fortune greeted them during the first decade of their struggle with that eccentric though purely imaginary deity. It was long before even a near approximation to the most ordinary comforts of the present time was achieved; but the patient industry and untiring energy which was exercised by those "sons of toil" would have won the legitimate reward—the accumulation of the comforts of life, which were allowed in tiny quantities to the brave of the backwoods residence, as Fortune became more and more liberal in her favors with each succeeding year.

Sydenham was one of the original participants, by representation, in the earliest municipal government of this portion of the Province, and when Grey was erected into a separate provisional county, Richard Curney was the gentleman favored by his fellows with the representation of this, his adopted township, in the County Council. We refer the reader to another page of this work for a list of Sydenham's representatives in that body during the time which has since elapsed.

The financial affairs of Sydenham may be approximately judged from a perusal of the following statement for the year 1879, during which (as before stated) her assessed valuation was \$900,515; amount of tax collected, \$9,300.57; expended for school purposes, \$5,000; expended for county rate, \$2,161.29. It has also been the custom here to devote a portion of the proceeds of the sale of rights of way to the purchase of books of better reads as a result. The situation of Sydenham is so convenient to markets, both by rail and water communication, a large portion of her soil is fertile and skillfully tilled; her people are wide awake to all the advantages of their situation, which they utilize to the utmost in all respects tending to their social, moral, and commercial improvement. It is not surprising, therefore, that the people of this town, which have ever characterized them, they have elevated their township to an enviable position among the municipalities of the Province.

BIOGRAPHICAL SKETCHES

GEORGE JACKSON, M. P. for South Grey, is one of the pioneers of the County, his name being very prominently connected with the first settlement of Meaford, as well as the earlier and subsequent stages of development of the Town of Durham, where he at present resides.

The life of this gentleman, so far as the history of this county is concerned, is so very closely identified with its every material interest, that the most condensed sketch of it would require an amount of space beyond our command in this particular review. His long connection with public and political affairs, and management of the Crown Lands Office, are referred to under the several heads of our general and local histories.

Born in Hutton, Yorkshire, England, in 1809, he, in 1814, and after carrying on milling business for several years at Meaford, was appointed Crown Lands Surveyor and Engineer, removing then to Durham. He was 1st Member for Pontefract and Gileghy in 1832, and first Surveyor of the Municipal Act came into operation. He retained great many years by successive re-elections, and during his incumbency he was Warden of the County of Grey 6 of which were consecutive. He was the first parliamentary of the County of Grey when it became an independent electoral division. With the exception of "breaks," he has represented either the County of Gt. Ridings into which it has been subsequently divided, and is the present sitting member in the Commons for

The very long period during which Mr. Jackson has discharged the most important representative position commensurate to his popularity; and when we say that by every resident of Grey, without respect to party, a most useful citizen who ever lived within its limits literally within the mark.

GEORGE LANDERKIN, M.D., of the Village of Han James Landerkin, a Nova Scotian by birth, who was a pioneer of Simcoe County in 1824.

The Doctor was born in that county in 1839. While year, he commenced his medical studies in Toronto, since in 1862, since which time he has been active practice of his profession, having been during this pe-
 pation of very many important official positions, the
 have always been most satisfactorily performed.

In politics the Doctor is a decided Liberal, and has great interest in the success of that party. His labours brought him prominently before the people of the country; and at the general election of 1822, he succeeded the Commons, George Jackson, of Durham, one of the popular public men in the whole Western Peninsula. At the election of 1824, he was again returned to the Commons, this time against Stephen Priebe, of Normandy. The sentiment of the people throughout the country, in favour of the Liberal Government, and the liberal fiscal policy of the Government, resulted in his defeat, by Mr. Jackson, at the general election of 1826.

In his profession Dr. Landarkin is considered one of the best in the Province. He has a very extensive, lucrative practice; has been Coroner of the county since 1851, and his capacity, whether public, private, or professional, is in

JAMES HILL HUNTER, M.P.P. for South Grey, is of Archibald Hunter, elsewhere mentioned, by his first-ill, of Kilbrannan, Fortarshire, Scotland, where the sketch was born. He emigrated to Canada with his ceived his education at the Frederick Grammar School a College, afterwards returning to Durham, where he o-keeping, and has ever since been extensively engaged in pursuits.

Mr. Hunter has been prominently identified with in his own locality, having been for a number of years and Reeve of the Township of Glenech.

His first active participation in political affairs came, he having been a strong advocate of Liberalism, arriving at mature years. He was nominated by the contest South Grey for the Legislature at the general election of 1871, and was successful against John Naismith, of Mount Hopkins, of Bentinck; and again at the general election of 1874, over James Fahey, of the Stratford Herald, by

Whether in his business transactions or in his social as an advocate of Liberal political principles, or as a representative of all political parties and every creed, Mr. T. man who merits nought but praise, and receives only his constituents.

WILLIAM JELLY, of the Village of Shelburne, M. P. of Dufferin, is of Irish parentage though of Canadian descent having occurred in the County of Leeds in 1835, till he reached the age of 22 years, when he removed to Amaranth and engaged in farming, having located there. In the autumn of 1864 he removed thence to the present Village of Shelburne, where he erected a hotel on the county line, at a time when there was but on the confines of the village, as now existing.

Mr. Jelly watched the rise of Shelburne after the removal from the construction just its doors of the T. & Bruce Railway, and when that village was incorporated into its Riveship. Having attained to considerable political Conservator ranks, he was placed in nomination by representation in the Lord House at the general election contest was of a triangular shape, his opponents being, and John, of Orangeville. Mr. Jelly's majority over the gentlemen was 7-0, and over the latter 437, which is a commentary upon his popularity in a political sense; he is spoken of as peculiarly genial and affable—ever contribute to schemes which promise a public or local benefit. He has secured a host of friends.

FINLAY MURRAY, Reeve of the Township of Glen of the County of Grey, is the son of Donald Murray, of Scotland. His father and mother were both born there in 1840. The family came to Canada in 1852, and located in the Township of Dumfries, but in 1855 removed to the Township of Glenora, where he now resides.

The subject of this sketch remained with his father-in-law until 1876, when he married Mary, daughter of Murdoch McIsaac, and went to farming on his own account. In 1870, however, he came to Durham, and engaged in a general agency business, doing more in this line than any other in South Grey, or county, the companies represented by him including "Home and Credit," the "Dominion Savings and Investment," "Loan and Savings," the "Huron and Erie Loan," the "Victoria," the "North of Scotland Canadian Mortgage Loan and Investment," and the "Western Canada Loan Societies," besides a number of the best class of insurance

Mr. McKee's first active participation in matters of dates from his arriving at the age of manhood. He has connected with school matters for nearly twenty years, brought forward for the Reeveship, and defeated Mr. L., most popular men in the county. He has occupied since, and was chosen by the County Council Warden

in Hutton, Yorkshire, England, in 1809, he came to Canada in order carrying on milling business for several years at Collingwood, Meaford, was appointed Crown Lands Agent in 1848 for Bruce, removing then to Durham. He was District Commissioner for Glengeld in 1849, and first Reeve of Bentinck when the Act came into operation. He retained this office for a year, but by successive re-elections, and during the period of such he was Warden of the County of Grey for five years, three were consecutive. He was the first parliamentary representative of the County of Grey when it became an independent county and electoral division. With the exception of but one or two he has represented either the County of Grey or one of the into which it has been subsequently divided, ever since that time, he present sitting member in the Commons for South Grey.

He has long been one of the most important representative positions, carries its own as to his popularity, and when we say that he is considered the best citizen of Grey, without respect to party, as one of the best useful citizens who ever lived within its limits, we are speaking within the mark.

DR. LAMBERT, M.D., of the Village of Hanover, is the son of an emigrant, a Nova Scotian by birth, who was one of the original of Simcoe County in 1824.

He was born in that county in 1829. When in his twentieth commenced his medical studies in Toronto, completing the 1852, since which time he has been actively engaged in the of his profession, having been during this period in the of many important official positions, the duties of which have been most satisfactorily performed.

He is the Doctor is a devoted liberal, and has always taken a interest in the success of that party. His abilities long since prominently before the people of the county as a political and at the general election of 1872, he successfully opposed, for none, George Jackson, of Durham, one of the oldest and most able men in the whole Western Peninsula. At the general of 1874, he was again returned to the Commons for South Grey, against Stephen Peble of Normandy. The great change in ment of the people throughout the county, however, on the day of the Government, resulted in his defeat, by a small by Mr. Jackson, at the general election of 1878.

His profession Dr. Lambert is considered one of the ablest men in the county. He has a very extensive, lucrative, and successful has been Governor of the county since 1866, and in every whether public, private, or professional, is immensely popular.

MR. HUNTER, M.P.P. for South Grey, is the youngest son of Mr. Hunter, elsewhere mentioned, by his first wife, Elizabeth Kilbride, of Forfarshire, Scotland, where the subject of this is born. He emigrated to Canada with his parents, and resided in at the Glenelg Grammar School and Upper Canada afterwards returning to Durham, where he commenced store, and has ever since been extensively engaged in mercantile

Mr. Hunter has been prominently identified with municipal affairs in locality, having been for a number of years Deputy Reeve of the Township of Glengeld.

His active participation in political dates many years having been a strong advocate of Liberal principles since at mature years. He was nominated by the Reform party to South Grey for the Legislature at the general election 1855, successful against John Nesmith, of Mount Forest, and James of Bentinck; and again at the general election of 1870 he was elected James Foley, of the Stratford Herald, by a majority of 643, for in his business transactions or in his social intercourse, or agent of Liberal political principles, or as an impartial representative of all political parties and every creed, Mr. Hunter is a gentlemanly, noble, and praiseworthy, and receives only the goodwill of the community.

MR. McRAE, of the Village of Shelburne, M.P.P. for the County in, is of Irish parentage though of Canadian birth, the latter which occurred in the County of Leeds in 1835. Here he resided until the age of 22 years, when he removed to the township of and engaged in farming, having located a U. E. Loyalist the autumn of 1854. He removed thence to the village of Shelburne, where he erected a hotel on the Amaranth county line, at a time when there was but one building within of the village, as now existing.

He watched the rise of Shelburne after the impetus which it from the construction put its doors of the Toronto, Grey and thence, and when that village was incorporated, he was elected vespish. Having attained to considerable prominence in the five ranks, he was placed in nomination for that party for the tion in the local House at the general election of 1879. The as of a triangular shape, his opponents being Messrs. McCre of Orangeville. Mr. McCre's majority over the former of these was 750, and over the latter 437, which is a most substantial upon his popularity in a political sense; while personally he is of peculiarly genial and affable—ever ready to assist or to schemes which promise a public or local benefit—and thus drew a host of friends.

MR. McRAE, Reeve of the Township of Glengeld and Warden of the County of Grey, is the son of Donald McRae, of Inverness-shire. His father and mother were both born there in 1805, and he the family came to Canada in 1852, and located temporarily township of Dunfries, but in 1855 removed to Glengeld, and Lot 16, Concession 5, where old Mr. McRae still resides.

His sketch commencing with his father in 1855, when a Mary, daughter of Murdoch McRae, of Glengeld, and went on his own account. In 1870, however, he removed to the Durham, and engaged in a general agency business. He now in this line than any other in South Grey, if not in the entire to companies represented by him including the "Canada Land Co.," the "Dundas Savings and Investment," the "Freehold Savings," the "Huron and Erie Loan," the "Hamilton Property," the "North of Scotland Canadian Mortgage," the "Ontario Investment," and the "Western Canada Loan and Savings" besides a number of the best class of insurance companies.

His first active participation in matters of public interest was arriving at the age of manhood. He has been prominently with school matters for nearly twenty years. In 1876 he was ward for the Revesby, and defeated Mr. Edge, one of the bar men in the county. He has occupied this position ever was chosen by the County Council Warden of the County of

Grey for the current year. In politics he is strongly reformer, and has worked with energy and determination to advance, by all honorable means, the interests of that party.

MR. McRAE is married the second time (his first wife having died), to Anne, daughter of Thos. Harris, of Oakville, Ont. Whatever he undertakes he pursues with great zeal till his object is accomplished, being one of the most energetic and pushing men of the community, and always ready with his time and talents to promote the development of all useful enterprises, many of which, as connected with Durham and its locality, owe their success in great measure to his powerful advocacy.

THOMAS LANDER, of Durham, is one of a family of eleven children of Thomas Dixon Lander, an extensive farmer of the parish of Innes, Cumberland, England, where he emigrated with his family to Canada, and settled on the Garfara Road, in the Township of Bentinck, in 1851, where he resided till 1862, removing thence to the then Village of Durham, where he subsequently died at the age of 71 years.

Thomas Lander first located at Port Colborne, Welland County, and was a clerk there till 1866, when he also removed to Grey County, and purchasing a farm in Glengeld, he followed the occupation of farming for fifteen years.

When the Registration Division of South Grey was set off from the whole county, Mr. Lander received the appointment of Registrar under the Sanfield Macdonald Government, and has ever since performed the duties of the position in a manner altogether satisfactory to the authorities and to the people of South Grey, which was a Registration Division—comprises: Ardenburg, Bentinck, Egmont, Glengeld, Melancthon, Normanby, Opey, and Proton, and the Town of Durham. A. W. Lander, a brother of the Registrar, is a Toronto lawyer of high standing, and represents East Grey in the Ontario Legislature.

JAMES KEIR, of the Township of Ephraïma, is a native of Ireland, where he was born in 1814. Having emigrated to Canada with his father's family in 1832, he settled at first in Chinguamee Township, where he resided for fourteen years, removing to Ephraïma in 1846. During his residence there he served through the Rebellion of 1837-38, as captain of active militia.

Soon after coming to Ardenburg he began to identify himself with local public affairs, and in 1853 was elected to the Township Council. Next year he was elected to the Reeve-ship, and held the position continuously for thirteen years, retiring in 1867.

MR. KERR is one of the wealthiest men in the township, owning some 1,500 acres of land, and follows the occupation of farming. He is a gentleman of intelligence and a wide range of information as well, having had good school advantages in his younger days, and been engaged for a number of years in mercantile pursuits. He has been twice married, has a family of eight children, and is one of the best specimens we have in the county of self-made men, having begun life poor, whose good abilities and steady application have earned for himself and his family the advantages of all temporal comforts, and a reputation of which any man or any family might be justly proud.

JAMES PETERSON, ex-Warden of the County of Grey, is the son of James and Margaret Peterson, of Forfarshire, Scotland, where he was born in 1811, being the eldest of a family of four sons and six daughters.

Coming to Canada in 1842, he settled in York Township, and being engaged in connection with the manufacture of linen, he there embarked in that business, which he followed successfully and successfully at Dundas and in the neighborhood of Bramford till 1853, when he removed to Ephraïma, settled on a farm, and has ever since been engaged in agricultural pursuits. Three years later he commenced to take an active part in municipal affairs, by being elected to the township Council, a seat he retained for ten years in succession, followed by an incumbency of eight years of the Reeve-ship, during which time he filled the Warden's chair. In 1890 he erected and opened a store, and was some time subsequently appointed Postmaster for Blantyre, a commission he still holds, as well as that of Justice of the Peace for nearly twenty years.

At the general election of 1874 he was selected by the Liberal party, of which he is an influential and active member, to contest North Grey against T. Scott, of the Sound, for the Legislature, but was unsuccessful. He has and does occupy important positions in a number of insurance and agricultural societies, and altogether is one of the most active and useful public men in the county, besides having the unbounded confidence of hosts of friends, and claiming an amount of personal popularity which is excelled by none.

ROBERT MYLES, of Ephraïma, is a native of the ever green Isle, having been born in the County of Fermanagh in 1832. He is the son of James and Elizabeth Myles, who emigrated to Canada with their family in 1841, and after a residence of seven years in Toronto Township, removed in 1848 to Ephraïma, where he and his worthy partner still reside at an age considerably beyond the allotted threescore and ten.

After growing to manhood, Robert spent a number of years in different parts of the United States, but returning to his old home, he has been since engaged in farming. He has held several important municipal positions, and with unqualified success and satisfaction. He was elected to the Council in 1867 and for two successive years; was Deputy Reeve for the two following years; and subsequently, for five years continuously, its Reeve. He was a parliamentary candidate for East Grey at the general election for the Ontario Legislature, in 1879, but was defeated by A. W. Lander.

Mr. Myles is prominently identified with the various agricultural societies as a successful prize-taker. He is likewise a leading member of the Orange Order, and is one of the best thought of men in the township of Ephraïma.

JAMES EDGE, of Glengeld, is a native of the County of Wicklow, Ireland, where he was born in 1825, and whence he emigrated with his father's family to Canada in 1841.

Settling in the wilderness of Glengeld, Mr. Edge at once applied himself to the reduction of the forest and to overcome the difficulties incident to life in the backwoods, and with a degree of success which resulted in making his family one of the most influential in the county.

The subject of this sketch became connected with public local affairs at a comparatively early age, and but very few men in the County of Grey have had a greater experience in such matters—either in the length of time covered by their period of public service, the importance of the positions held by them, or the satisfaction and ability with which administrative duties have been performed.

Among the many responsible positions held by Mr. Edge was that of Reeve of Glengeld for sixteen consecutive years, previous to which he had been two years a Councillor. During his incumbency of the Reeve-ship, he was chosen one term to the Wardenship of the county. Since his retirement from the Council he has been three years Treasurer of the Township of Glengeld, and has been over twenty-five years a Justice of

the Peace. He is one of the leading farmers of the township, has been ten consecutive years President of the Agricultural Society therein, and is County Master of the Grange Society.

In all his dealings Mr. Edge has the reputation among those by whom he is best known as being a gentleman of honor and superior parts.

SAMUEL ENOCH, of the Township of Glenelg, is the elder brother of James, above mentioned. He was born in 1821, and his early life was a counterpart of his brother's, till we find them both transplanted from the shores of the ever-green Isle to the forests of Upper Canada, among the very earliest pioneers of Glenelg, in 1844.

The incidents Mr. Edge relates of the life of the family into Glenelg, and their subsequent experience there, are interesting and edifying. How they were obliged, in passing natural obstructions, such as swamps, etc., to cut out roads extending from seven to ten miles to accomplish a single mile, and to take their waggons to pieces, and carry over a piece at a time in crossing streams, &c., &c. These and the thousand and one other difficulties of pioneer life have been successfully overcome by Mr. Edge, who is now among the most substantial as well as the most highly respected residents of his adopted township.

Mr. Edge married, in 1847, Elizabeth, daughter of David Ellison, of Township of Township, they had been schoolmates in early life, in Ireland, and their family consists of two sons and two daughters.

JAMES KNOTT, of the Township of Ephraïma, came from Sligo, Ireland, where he was born in 1814, and settled in Chinguacousy in 1841. Three years later he removed to the Township of Ephraïma, where he has always been one of the most active and enterprising of its citizens. He is a Justice of the Peace for many years, and was sixteen years continuously in the Council, the last three of which he was Deputy Reeve.

EDWARD EDWARD KNOTT, the youngest son of the above gentleman, was born in the Township of Ephraïma in the year 1855. He received the benefits of a good education, which, with his superior natural intelligence, eminently fitted him for the satisfactory discharge of public duties. When only twenty-one years of age he was elected for the year 1877 Deputy Reeve of his native township, and has represented Ephraïma in the County Council ever since, being its present Reeve.

Mr. Knott's present occupation embraces a general agency for loan and insurance business. He has an office in general and one at the village of Farmington, and represents a large number of the best loan companies who do business in Canada. He is considered unusually energetic and able both in the conduct of private business and of local public affairs, and is regarded on all hands as one of the most promising of all the rising young men of the County of Grey.

JAMES MURDOCH, Reeve of Egremont, is the third son of Andrew and Jane Murdoch, of Aberdeen, Scotland, where he was born in 1842. In 1854 he alone of the family came to Canada, and after being for three years in the employ of Buchanan & Harris, wholesale merchants of Hamilton, he removed in 1857 to Egremont, and commenced "life in the bush" with a young family and almost without means.

These circumstances made Mr. Murdoch no stranger to the struggles by which the severest hardships incident to pioneer life have been conquered; but his energy was in every way equal to the occasion, as his position in the community, both socially and financially, amply attests.

In 1870 he first became identified in local public affairs by being elected to the Township Council. Next year he was chosen Deputy Reeve, filling the position till 1874, when he was elected to the County Council, and has occupied the position at the Council board ever since, and during this period (1878) served a term as Warden of the county. He has been a Magistrate for many years, and President of the Township Agricultural Society for the past four or five. A former in politics, Mr. Murdoch takes a lively interest in the success of his party, of which he is quite an influential member. Both as a private citizen and a public official he has the highest opinion and greatest respect of all parties.

ROBERT LINDSAY, of the Township of Derby, is the son of a linen manufacturer, of the County Antrim, Ireland, where he was born in 1819. He came to Canada with his father's family in 1833, settling in the neighborhood of Milton, Halton County.

When in his twenty-first year Mr. Lindsay left his father's home, and was engaged for a number of years in the lumber business, where the city of St. Paul, Minnesota, now stands, but in 1847 disposed of his business there, and returning to Canada, settled in the Township of Derby, where he purchased 300 acres, and in the same year commenced farming, at a home in the wilderness. This did not, as he has thoughtfully considered in accomplishing his farm being now acknowledged to be one of the finest of the County of Grey.

Mr. Lindsay has been prominently associated with the management of the affairs of his adopted country, and was the first representative of the township in the County Council in 1849. He was a member of the first Council ever elected in Derby in 1849, and retained a seat in the Council board the greater part of the time for the next twenty years. In 1870 he was elected to the Reeve's office, and held the position during 1870, 1871, 1874, 1876, 1878, and 1879, retiring from public life in the present season by reason of ill health.

Being prominent in public affairs, and a strong conservative, Mr. Lindsay has been repeatedly elected Vice-President of the North Grey County Agricultural Association. He has also been President of the County and Township Agricultural Societies, and a constant attendant at the Peace and Goodwill fairs, and has been a public speaker at which occasions he has been very successful in promoting public interest.

ROBERT A. SAYRE, of the Township of Derby, was born in England in 1834. He studied law in London, and came to Canada in 1850, settling in the township of Derby, where he was admitted to the bar in 1851. He has since been a successful lawyer, and has been a member of the County Council for many years.

Mr. Sayre has been a member of the County Council for many years, and has been a member of the Township Council for many years. He has been a member of the County Council for many years, and has been a member of the Township Council for many years.

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of Sullivan. He purchased 300 acres of land here, and was one of the first in the entire township. He has been a member of the County Council for many years, and has been a member of the Township Council for many years.

Mr. Sparrow is a man of high intelligence, and possesses a large amount of information. He devotes much attention as well to municipal affairs, and his popularity as well as his intelligence is attested by the fact that, although comparatively a young township, he has been for the past two years in successful Reeve'ship over gentlemen who were looked upon as veterans.

HENRY J. MURPHY, Mayor of the Town of Durham, descent, his father and mother being both natives of Mr. Mulholland, however, was a strong British sympathizer after the breaking out of the Anglo-American war of 1812 to British soil, and settled in the Niagara District.

The subject of this sketch is the eldest of a family who were born in St. Catharines in 1818. He spent some portion of his life in different parts of the United States, returning to Canada, and being engaged in the hotel, mouth, Guelph, and Clinton, in succession, removed to the Village of Durham in 1862. Then he was engaged in hotel keeping, also very extensively in the stage, and in both of which he was very successful; and he is now in the enjoyment of the reward of many years of an honest and useful life.

Mr. Mulholland takes an active and leading interest in his town, several years in the Town Council, and in Mayor's chair.

W. J. McFARLAND, is the son of William and Jane McFARLAND, of the County Tyrone, Ireland, where he was born in 1819, and emigrated to Canada the same year, and settling in Mount Vernon, and then in the leather trade in that city for a number of years. He subsequently moved to Toronto and continued same there in 1872.

Mr. McFarland was educated at the Village of Frankford, taking a professional course at the Toronto Normal School, of following teaching as an occupation; but subsequently, and engaged as clerk in a general store in Belleville for three years, during which time his ready adaptability and his sufficient knowledge of men and affairs, enabled him to start for himself.

Having selected the present Village of Markdale as a backwoods hamlet of some half dozen shanties and in 1851 he erected a rough board building for a store, and commenced business there in 1852. Among the difficulties against which he first had to contend, was the fact of his being a "stranger in a strange land." Secondly, the apparently hopeless task of ever-worsening business in a place of the attributes possessed by "Village," as it was then called; and last, but not least, his finances, \$400 being the extent of his means when he entered upon his enterprise, which, under judicious management and his own efforts, he has since increased to the most successful, extending to an amount of some \$10,000.

It is unnecessary to follow Mr. McFarland through which his business has encountered. Suffice it to so attention thereto, and a shrewdness which in almost all cases resulted in success, he now holds himself the proprietor of the most extensive mercantile business in the western end of the county. His building has been replaced by a handsome three-story building, built of brick, 34 x 110 feet, every part of which is calculated for carrying on the several departments including Post Office, long Postmaster's call branch, chandising, millinery, tailoring, etc. His new employees, and does a yearly trade approaching \$100,000. He is very extensively engaged in the grain trade, some bushels being purchased by him each season at Markdale. He has an elevator with storage capacity of over 60,000 bushels, the establishment of Markdale is a cash grain market, a development from a strictly backwoods village to a progressive town, is due almost solely to his efforts, he is still the chief factor not only in this place but in this county.

Mr. McFarland is a member of the B. R. and has served for his large and constantly increasing business does not engage actively in public affairs, though he evinces his interest in everything, tending to the development and prosperity of the place, and his own section in particular.

He married, in 1865, Mary Ann Laidler, of a well-known family of the County of York, and has three children. His place in Markdale is the most intelligent, accessible, popular, gentlemanly, and although very young, regarded as one of the most promising of the "rising generation."

CHRISTIAN HASSENJAGER, of the Village of Hanover, Germany, born in 1813. Having served his army, he emigrated to Canada on his discharge in 1841, settling in the Township of Derby, where he was admitted to the bar in 1842. He has since been a successful lawyer, and has been a member of the County Council for many years.

Mr. Hassenjager has been a member of the County Council for many years, and has been a member of the Township Council for many years. He has been a member of the County Council for many years, and has been a member of the Township Council for many years.

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SKETCH OF THE COUNTY OF GREY.

He purchased 300 acres of land here, and his place is one of the best in the entire township. He may be described, in relation to his business, as an advanced agriculturist. He has been pre-eminent with the management and success of the township agricultural societies, and is conspicuous as a breeder of fine

stallions. He is a man of high intelligence, and possesses a very wide information. He devotes much attention as well as valuable municipal affairs, and his popularity as well as his ability are the fact that, although comparatively a young resident of the place, he has been for the past two years in succession elected to the office of justice, and was looked upon as very strong candidate.

V. J. MINOR, of the Town of Durham, is of American birth. His father and mother being both natives of New York. His father, however, was a strong British sympathizer, and soon breaking out of the Anglo-American war of 1812-15, he removed south, and settled in the Niagara District.

Most of this sketch is the eldest of a family of five sons, and near St. Catharines in 1818. He spent some years of the early part of his life in different parts of the United States, subsequently to Canada, and being engaged in the hotel business in Vanderburgh and Clinton, in succession, removing finally to the village of Durham in 1862. Here he was engaged many years in the ironing, and very extensively in the stage and mail business, which he was very successful in, and he is now living retired, enjoying the reward of many years of untiring energy and toil.

He always takes an active and leading interest in public affairs, and several years in the Town Council, and now occupies the chair.

MR. FARLAND, is the son of William and Jane M. Farland, of Tyrone, Ireland, where he was born in 1811. His father came to Canada the same year, and settling in Montreal, was engaged in and succeeded in the mercantile business in that city for a number of years, and then moved to Toronto and continued same business, dying in 1872.

Mr. Farland was educated at the Village of Frankford; afterwards professional course at the Toronto Normal School, with the view of teaching as an occupation; but subsequently abandoned this engaged as clerk in a general store in Belleville for the period years, during which time his ready adaptability to business gave him a knowledge of mercantile transactions to enable him to transact.

He selected the present Village of Markdale, then a struggling hamlet of some half dozen shanties and inferior habitations, and erected a rough board building for a store, and with a few other men under the circumstances would bring to their present business here in 1862. Among the difficulties he had to contend with were: first, the fact of his being a stranger in a strange country, the apparently hopeless task of ever working up a profession in a place of the attributes possessed by "Glendal" as it was then called; and last, but not least, the condition of affairs, \$400 being the extent of his means when he first embarked in this trade, under peculiar management and by fair dealing, heaped into one of the most successful, extensive, and lucrative in the large cities.

It is unnecessary to follow Mr. M. Farland through the many phases of his business has encountered. Suffice it to say, that by strict economy, and a shrewdness which in almost every venture has been successful, he has now built himself the proprietor of one of the extensive mercantile houses in the western counties. The old building has been replaced by a handsome three-story, basement, and brick block, 34 x 110 feet, every part of which is fitted up at a rate for carrying on the several departments of his trade, and a Post Office, he being Postmaster, all branches of general merchandise, millinery, tailoring, etc. He now employs a large staff of men, and does a yearly trade approaching \$100,000; besides which, he has extensively engaged in the grain trade, some 500,000 to 1,000,000 bushels of grain being shipped by him each season at Markdale Station, where a regular freight service exists of over 10,000 bushels. In fact, the business of Markdale is a cash grain market, and its consequent result from a strictly backwoods village to a pleasant and prosperous one, is due almost solely to his efforts, he being the first and only trader not only in this place but in this whole section of the county.

Mr. Farland is a member in R. R., and has served in the Council; and is constantly increasing business does not permit him to neglect his public affairs, though he enjoys the deepest interest in his, leading to the development and prosperity of the county and his own section in particular.

He married, in 1836, Mary Annah Laver, of a very old and influential family of the Bay of Quinte district. He has a delightful family. Markdale is a most intelligent, agreeable, courteous, and gentlemanly, and although yet quite young, is on all hands considered one of the most promising of the "rising" men of the County.

JOHN HASSINGEN, of the Village of Hanover, is a native of Germany, born in 1813. Having served fifteen years in the army, he came to Canada on his discharge in 1828, becoming a member of the army, after which he removed to the Township of Waterloo County, where he wrought on a farm some two years. He married there, and removed to the new County of Grey in passing through Durham, he was making his way to Brantford, when he was urged by Abraham Beck (who had just erected a mill for a tavern on the north side of the Durham Road, in Brant County) to settle on the north side of the same. This he did, and established also on the same line, Brantford side, across the Durham Road. This was on the 25th March, 1830.

Hassingen had entirely got moved at his farm when an snow and demanded food. It was supplied, and made came on row, then number increasing on each visit. Finally they got out, and were going to scold the Hassingen family, when the came on a man that is they were Dutch, and not English, they would come. After this the Indians were very friendly, and used to give side of the last version in exchange for a dish of pea soup or a bit of tobacco. It might be mentioned that the family lived for about a year and a half almost entirely on pea soup made from flour in from W. Miller, the milk of a cow which lived just like a cow, brown and black, and various produced as above, from the

long time Mr. Hassingen's cabin was the only place in the town where a house-keeping was held, the first ever held in the County conducted here.

The hardships and difficulties of backwoods life were encountered in an exceptionally marked degree; but they have been one by one overcome, till in his old age this pioneer enjoys the advantages and comforts which perseverance in industry and honesty have acquired.

ANASTAS Z. GOTTWALS, of the Village of Hanover, was born in Monmouth County, Pennsylvania, in 1815, his great-grandfather having emigrated from Germany and settled near Philadelphia as early as 1730.

In 1812 Mr. Gottwals emigrated to Canada and located for seven years in the County of Waterloo, returning thence to the United States. But after remaining there till 1851, he came back to Canada, and settling in Grey County as his future home, located at the site of the present Village of Hanover, where it was almost an entire wilderness, there being but two or three settlers at that time within a number of miles.

Mr. Gottwals opened the first store here and kept the first Post Office. After being engaged for a number of years in mercantile pursuits, he sold out his establishment, and has since been doing a general agency, loan and insurance business. He has for some time past been engaged in the manufacture of Britannia metal, in which a large number of men are constantly employed.

Mr. Gottwals has been for many years a Justice of the Peace, and is one of the most influential citizens in his section of the county.

J. R. SING, of Singhampton, is a son of Joseph Sing, a native of Ireland, whence he came to Canada, in 1814, when in his twentieth year, subsequently marrying Sarah Richmond, of an old Irish Loyalist family of the Bay of Quinte District.

Mr. Sing, who is therefore a native Canadian, removed from the east in 1818 to the new territory now composing the County of Grey, and was four years subsequently engaged in the manufacture of woollen goods at Meaford, having imported the first carding machine ever used in the county. In 1832 he removed to the present site of Singhampton (which was founded by C. R. Sing, now of Meaford), and purchased from his brother the property on which was situated the nucleus of his future home. He at once built a fine and saw mill, and a wooden factory, opened a store, and two years later a Post Office also, of which he was the first Postmaster.

Mr. Sing is now a very large property owner, and one of the most influential men in the Township of Grey. Though always diligently occupied with the details of his own private business, he has held a number of public official positions with a good degree of credit. He is a Magistrate, a Commissioner in R. R., an Assessor of Marriage Licenses, and has served a number of years in the Municipal Council of his adopted township.

MARK ARMSTRONG, of the Village of Markdale, is a native of Fermanagh, Ireland. Both there in 1804, he came to America when twenty-two years of age, in 1816. Landing at New York, he made his way to Canada, and settled temporarily in the Township of Markham. After remaining here for four years, he removed to Grey County, and selecting the present site of Markdale as his future location, when there were but very few settlers in the township, he made preparations to move in permanently in 1831. When he came in during that year, he brought his furniture and provisions on ox-carts, his wife driving the other cattle, and it took eight days to make the journey from Toronto to their destination.

Mr. Armstrong was the first settler and founder of Markdale, which is named from him. He is now a wealthy and prosperous farmer, and a successful stockbreeder, and is prominently connected with the local agricultural societies. In the past fifty years he has been an active and prominent member of the church, and for the past forty-five a local preacher. He is an active worker in matters which tend to the moral and intellectual advancement of the community, by every member of which he is esteemed as one whose opinion is entitled to respect, and whose example is worthy of emulation.

STEPHEN HENRY BROWN, of the Village of Chatham, was born in Norfolk, England, in 1821, and settled in Chatham, Canada, in 1836. Removing to Toronto shortly afterwards, he engaged in tailoring till 1841, when he went to Chicago, where he remained till 1851, when he came to Grey, and settled at the present site of Chatham, being the first resident in the place. He built a tavern here in the spring of 1852, also a store, and carried on both enterprises till 1873. He has been returned from various business, having by over twenty years of strict attention thereto amassed a competency for himself, and earned a position in society which might but fair dealing can build up. He owns over 500 acres of fine land, and is surrounded by all worldly comforts.

Mr. Brown has been a number of years in the Holland Township Council, and has held the position of Treasurer of the same body since the year 1872.

JAMES BROWN, of Durham Township Clerk of the Municipality of Grey, was born in the County Fermanagh, Ireland, in 1825. He came to Canada with his father's family in 1841, and settled in the Township of Wilmet. His father died here at a very advanced age, and he removed, in 1847, to the Township of Egremont, and for seven years was engaged in farming there; but in 1850 removed to the town Village of Durham, where he embarked in mercantile pursuits, in which he has ever since been engaged.

Mr. Brown served several years in the Township Council of Egremont, in 1851, as a Councillor, and afterwards as Reeve, and in 1850 was appointed Clerk of the Municipality, a position whose duties he has ever since performed in a manner which reflects credit upon himself, at the same time conducing to the benefit of the Corporation, and receiving the highest commendation from his fellow-townsmen for the impartial, courteous, and business-like manner in which he discharges his official responsibilities.

WILLIAM BRIDGES, Township Clerk of Derby, is of Scottish parentage but a Canadian by birth, his father, William Bridges, having emigrated from the land of his birth to America in 1842, and located in the Township of Vanden. Mr. Bridges removed to the County of Bruce in 1852, and settling on Lot 4, Concession 5, engaged in farming. In 1861 he was appointed to his present position, and has ever since performed the duties connected therewith.

At the risk of affording another illustration of the old saw, that "common parsons are common," we must help remarking here, that although township clerks are a class, throughout the whole Province, a class of men who decidedly under, and their business, yet not one in twenty with whom we have met seems so thoroughly posted, so courteous, and obliging, and so competent in every respect, for the performance of important municipal duties, as is the subject of this sketch. Besides which, he is extremely popular as a private gentleman, and the Township of Derby is to be congratulated upon having for a public servant a man of so good parts as their Township Clerk.

ROBERT LAYTON, of Ardenburg, is the youngest son in the family of the late James Laver, whose sketch appears elsewhere. He was born in the City of Philadelphia, U.S., where his father was temporarily residing, in the year 1818.

After old Mr. Laver came to Canada his son Roger remained in that part of the country till 1853, when he removed to Grey County, and settled first on Lot 134, north of Toronto and Sydenham Road, in the Township of Ardenensis. He built the first mill in this township, near the present Village of Elsherton, and subsequently a second one some distance below Eugenia Falls, on the Beaver River.

He was engaged in the milling business nearly ten years, since which time he has followed agriculture, and is now one of the most industrious and wealthy farmers in this section of the country, taking great interest in the advancement of agriculture generally, and promoting its development by material assistance, both in money and services, to the agricultural societies.

In politics Mr. Laver is strongly Conservative, and has held responsible positions in connection with the local Conservative associations.

Having married, in December, 1853, Rebecca, daughter of Andrew Holley, Esq., of Weston, Ont., they have a family of four sons and six daughters. Coming to this section in very moderate circumstances, he has by energy and industry acquired a large property; and, what is still better, possesses the esteem of a very large circle of friends, a fact which testifies to his manliness and upright conduct.

JAMES BEATTIE, of Sullivan Township, is the third son of a family of twelve children. He was born in Scotland in 1830, and coming to Canada in 1856, settled on Lot 5, Con. 5, when he purchased 150 acres of land, on which he has ever since been engaged in farming.

Almost from his first settlement Mr. Beattie has taken part in the conduct of municipal affairs. He was in the Council a number of years as Councillor, previous to 1867, in which year he was the first Deputy Reeve elected by the township. He was re-elected to the position the following year, and in 1867 was successful in a contest for the Reeve's ship, which he retained uninterruptedly (with the exception of a single term since) up to the year 1877, when he accepted the position of Township Treasurer, and has since performed the duties of that office.

Mr. Beattie has been for many years a Justice of the Peace, and his municipal record, as above sketched, is evidence of his ability, as well as his popularity and the esteem in which he is held by the people of his township.

JAMES GARDNER, of the Township of Sydenham, affords one of the best examples in the country of our substantial, self-made men, having come to the country very poor, and by industry and integrity having acquired a property such as few men have amassed in a like period under similar circumstances; and by a uniformly straightforward and manly course in both his social and business capacities, has established a reputation which only the possession of the most sterling attributes can attain.

Mr. Gardner owes his nativity to the land of heathery, having been born in Lanarkshire, Scotland, in 1822. When twenty-one years of age he left his native country, and after settling in Canada and residing in the Township of Scarborough five years, he removed in 1848 to Sydenham, where he has ever since remained. His whole stock when he located at his new home consisted of an axe, a saw, an auger, a hoe, and gun. He constructed a rude cabin of logs, the "chinks" of which he stuffed with moss for the first winter, having the middle of the "floor" for a fireplace, and a hole in the roof for a chimney. Without going into details, we may simply say that Mr. Gardner has experienced and conquered, unaided, the thousand and one perplexities and difficulties which beset a man without money and without friends, a stranger in a strange land, and that land an inhospitable and unvarying wilderness; and that he now occupies a position of influence and affluence, earned solely by his own endeavors. His splendid property is proof of his industry and perseverance, while the many offices of public trust which he has held sufficiently attest his popularity, and the esteem in which he is held; having been many years a Magistrate, and for twenty-two years a member of the Council, during fifteen of which he occupied the position of Deputy Reeve. He is also warmly attached to the political welfare of the country as a member of the Liberal party, as well as a life-long and active member of the Presbyterian Church; but aside from the heat of either creed or politics, he is everywhere spoken of as one of the most enterprising of Grey County pioneers, and one of the best of her citizens of the present day.

ANDREW HARDY, of the Township of Derby, was born in Stirlingshire, Scotland, in 1817. He was brought up on a farm, and emigrated to Canada at eighteen years of age. He worked as a farm-hand, and subsequently as a mill-hand in the Township of Markham, till 1849, when he came to the newly opened County of Grey, and settled on Lot 8, Con. Lot of Derby, at a time when there were only about fifteen families in the whole township.

Since Mr. Hardy's first settlement in Derby he has always resided here, and during the greater part of that time has taken quite an active and prominent part in the management of municipal affairs. He held a seat in the Township Council Board for seventeen consecutive years, and retired some four years since from participation in public matters by reason of advancing age. He is an influential member of the Liberal party, and an old time member of the Presbyterian Church. He has been appointed to the Commission of the Peace, but always declined to qualify; and is in every respect one of the most respectable and respected residents of his adopted township.

HENRY BATES, of the Township of Melancthon, is of U. E. Loyalist descent, his grandfather having served in the royal cause during the Revolutionary War, and being obliged to flee to Canada when the father of the subject of this sketch was yet of tender age, settled on the Niagara frontier.

Subsequently Mr. Bates' father removed to the Township of Nelson, Halton County, and here Henry was born in the year 1811. After residing here till 1846, he came during that year to the County of Grey, and settled in Melancthon, a mile north of Fleming's Mills, one of the very first to locate in the township.

Mr. Bates has held a variety of important official positions during his residence in Melancthon. He belonged to the old District Council for three years, during part of which time their meetings were held at the house of Mr. Dandison, in Collingwood. He has also occupied a seat at the Council board for a number of years subsequent to the operation of the Municipal Act, and has been a Magistrate for nearly twenty years. He is one of those who have transformed the wilderness of his native Province into the fairest of heritages for the succeeding race; and now at the allotted three score and ten, he is awaiting his Master's bidding, with the consciousness of a life well spent.

RICHARD CAMPBELL, of the Township of Ardenensis, was born in Londonderry, Ireland, in 1805. In early life he was a linen weaver, subsequently joining the Sappers and Miners, and being engaged with them for five years in the Ordnance Survey of the United Kingdom.

Emigrating to Canada in 1831, he settled first near Colborne, and taught school in that place, and subsequently in Percy, Cavan, Hope, and Darlington, for a combined period of twenty-one years, when he

removed to Grey County in 1852, and settled in Arden. He has ever since resided, and where he followed teaching a period of nearly twelve years.

Mr. Campbell was the first teacher in the township, pensioner from the superannuated teachers' fund, appointed to the Commission of the Peace, but declined to leave Township of Clerk of Ardenensis for sixteen years, during which he was also Treasurer of the municipality; and is informed and most highly esteemed members of the community who, whatever he undertakes, does it well.

WILLIAM SETON, of the Township of Sarawak, an English mechanic, being born in that country in 1818, came to Canada in 1830, and soon after his arrival came to York, where he resided for many years, and married NATALIE QUAY, a full-blooded Indian woman, the daughter of Some-sassaqua chief.

Removing to Sarawak in 1845, when the whole of Peninsula was still in possession of the aborigines, Indians gave him a title to a quantity of land, including 3rd Concession, which he now resides; but when the title to the Government in 1855, his claim was disallowed. J. Hegan, M.P. (subsequently numbered at the Don Bridge) bore him out in his claim, and he was subsequently successful in his claim to the title of this land to Mr. Hegan, who had failed to prove. Nathaniel was subsequently successful in his claim, and he is now settled, but the Colonial Office to his desires, though he was taken in hand by the Right Hon. John Bright, at their house, as champion of Indian rights. A son born to Mr. Seton while his wife was named by Mr. Bright, who at the same time made the of a beautiful silver cup, appropriately engraved.

Mr. Seton has been, during different portions of his life a variety of pursuits, but now follows farming. He has 15 years in the Sarawak Council. During the Rebellion he served on the St. Clair frontier. He is now an extensive one of the most respectable and respected citizens of the township.

ROBERT MURPHY, of St. Vincent, is one of the pioneers of the township. He is a Scotch native, having been born in 1809. His father dying while he was in his infancy, he sold at an early age without means or promising prospects, to emigrate to America in quest of fortune. He came to Canada, in Perth, Lanark County, but after some years there, he removed to the Township of St. Vincent, when there were not a half dozen settlers within its limits, suffering almost indescribable hardships incident to settlement in the backwoods, combined with poverty, he had to face the difficulties of health, and is now for many years one of persons and advanced farmers of the locality.

He had the advantage of such education as the 18th century afforded, and being naturally an intelligent man, is informed in the township. He never was the recipient of office, although he takes a praiseworthy interest in town and of general interest, or any scheme tending to the advancement of the community.

WM. HALL, Sr., of Melancthon, settled near the Arden where there were very few families living in either adjacent townships. He came in 1836 from Nelson Township, where he on a leased farm since his arrival in Canada in 1830, his home near Thirk, Yorkshire, England. When he first came was very poor, but by the time of his removal to this section he had saved £50, with which he bought a "U. E." farm, which he subsequently increased to nearly 3,000, (for a long period of time, more municipal taxes than his farm had cost; and this status was arrived at by sheer energy with the greatest and most untiring industry, without the aid and in the face of difficulties and discouragements which pioneers of such a country as this was.

Mr. Hall has taken a commendable interest in the improvement of local affairs, has sat in the Melancthon Township for many years a Magistrate. Many interesting incidents of the early settlements are connected with his name. He has the satisfaction of seeing a numerous family all grown to maturity, years comfortably settled in life, and influence and standing second to none in the county.

JOHN ARTHUR, of the Township of St. Vincent, is the son of Angus Arthur, of the County Tyrone, Ireland. He started with his family of twelve children (of whom John, the eldest of age) to America, but died at sea during the passage making their way to Prince Edward County after residence in Lower Canada, settled in the Township of Melancthon, where he resided for many years.

This was some time previous to the Rebellion, and when the land, the subject of this sketch joined the volunteers during the continuance of the political troubles in the County of Wilkes, of the "Carrying Place," a man who occupied a prominent position in old-time Canadian politics and military affairs. In early life Mr. Arthur was a strong Conservative, but in Quebec, where he observed a misarrangement of political grounds, induced a complete change in his politics, and all his family have since been very actively identified with the Liberal party.

Mr. Arthur is an exceedingly intelligent and well-informed man, and a man of much local influence as well as wealth, taking a very vigorous stand on political and public matters many times urged by his fellow-citizens to run for office, but declined all offers of official preferment. In every way, however, he is looked upon as one of our best citizens; and his assumed influence he commands are the reward of his honest conduct.

ALEXANDER MITCHELL, of the Township of Collingwood, of Linlithgow, Scotland, having been born in the year 1818, son of James and Agnes Mitchell.

When twenty-six years of age he emigrated to Canada, the Township of Marysburg, where he lived for six years, marrying, while there, Miss Mary Gillespie.

When he came to Canada and located in Marysburg, his entire earthly possessions consisted of the clothes on his back, single British sixpence; and when he removed to the Township of Collingwood in the winter of 1848-9, he only had forty dollars to begin his life, which small inception he has made himself the owner of a choice land, with all the attributes of a really first-class township.

In 1864 Mr. Mitchell was elected to the Council, and subsequently, which he resigned the same year to accept of

Grey County in 1852, and settled in Ardenesia, where he resided, and where he followed teaching for the further only twelve years.

He was the first teacher in the township, and is now a member of the superannuated teachers' fund. He has been the Commissioner of the Peace, but declined to qualify; his ship Clerk of Ardenesia for sixteen years, during twelve of which he was Treasurer of the municipality; and is one of the best of most highly-esteemed members of the community, and a whatever he undertakes, does it well.

A son, of the Township of Sarawak, is the son of an orphan, being born in that country in 1841. He came to 1860, and soon after his arrival came to York, now Toronto, to spend for many years, and married NAH-NEE-HA-WEE, a blood Indian woman, the daughter of So-ne-ne-gah, a Miss-

sion, to Sarawak in 1845, when the whole of the "Indian" was still in possession of the aborigines, the Chippawa being a title to a quantity of land, including Lot 33 in the township, where he now resides; but when the transfer was made in 1856, his claim was disallowed. John Sheridan, (subsequently murdered at the Don Bridge), introduced a claimant to restore the title of this land to Mr. Sutton; but Mrs. Nah-neel-ha-wee, subsequently went to England, and, as she was oppressed, but the Colonial Office did not accede to her claim, she was taken in hand by the Quakers, with John, John Bright at their head, as champions of wretched slaves. A son born to Mr. Sutton while his wife was in England by Mr. Bright, who at the same time made the child a present of silver cup, appropriately engraved.

He has been, during different portions of his life, engaged in pursuits, but now follows farming. He has been a member of the Sarawak Council. During the Rebellion he was in active the St. Clair frontier. He is now an extensive farmer, and of respectable and respected citizens of the township.

John Smith, of St. Vincent, is one of the pioneers of that County. A son by nativity, having been born in Stirlingshire, his father dying while he was in his infancy, he found himself alone without means or promising prospects, and deter- mined to emigrate to America in quest of fortune. He settled originally, in Canada, in Perth, Lanark County, but after a residence of there, he removed to the Township of St. Vincent in 1835, where he was not a half dozen settlers within his limits. After almost insupportable hardships, incident to pioneer-settles, he was enabled, combined with poverty, but at length overcame all difficulties, and is now, for many years one of the most pre- vious and successful farmers of the locality.

The advantage of such education as the Parish Schools of being naturally an intelligent man, is one of the best of the township. He never was the recipient of any public good, but he takes a personal interest in forwarding all matters of interest, or any scheme tending to the advancement of the bettering of the community.

John, Son, of Melancthon, settled near the Amaranth line, where very few families living in either adjacent township, all of whom had human habitation within a dozen miles in all direc- tion in 1836 from Nelson Township, where he had been living since his arrival in Canada in 1830, his birthplace being Yorkshire, England. When he first came to Canada he was, but by the time of his removal to this section of country and 640, with which he bought a "C. E. right" to 240 in he subsequently increased to nearly 3,000, paying yearly, a small sum of time, more municipal taxes than his whole original sum, and this status was increased by his energy, combined with a most untiring industry, without the aid of friends, and in face of difficulties and discouragements which confront all such a country as this was.

He has taken a commendable interest in the judicial manage- ment of the township. He has sat in the Melancthon Township Council, and many years a Magistrate. May interesting and characteristic of the early settlements are connected with his name. Born in the satisfaction of seeing a numerous family of children to mature years comfortably settled in life, and possessing an and standing second to none in the country.

John, of the township of St. Vincent, is the son of Matthew Arthur, of the County Tyrone, Ireland. Did Mr. Arthur and his family of twelve children (of whom John was third) to America, but died at sea during the passage; and the young way to Prince Edward County after a temporary in Lower Canada, settled in the Township of Hillier, one time previous to the Rebellion, and when it broke over he subject of this sketch joined the volunteers, and served in the continuation of the political troubles in the cavalry of Col. "the 'Carrying Place,' a man who occupied a very promi- nent position in old-time Canadian political and military affairs.

His life Mr. Arthur was a strong Conservative; but a certain time, wherein he observed a miscarriage of justice on purely local grounds, induced a complete change in his political sentiments, and from that time he has been very actively identified with the cause.

Mr. Arthur is an exceedingly intelligent and well-informed gentle- man of much local influence as well as wealth. And though, very vigorous stand on political and public matters, and though urged by his fellow-citizens to run for office, he has steadily refused of official preferment. In every walk of life, how- ever, he is one of our best citizens; and the position he holds and the influence he commands are the reward of industry and combined.

Mr. MITCHELL, of the Township of Collingwood, is a native of Scotland, having been born in the year 1817, the second of six and Agnes Mitchell.

He came to Canada and located in Marysburg, Mr. Mitchell's early possessions consisted of the clothes on his back and a shawl; and when he removed to the County of Grey in the Township of Collingwood in the early part of the 1848-9, he only had forty dollars to begin life with, from the inception he has made himself the owner of 350 acres of land, with all the attributes of a really first-class farm property.

Mr. Mitchell was elected to the Council, and in 1845 to the which he resigned the same year to accept the position of Bailiff, under the appointment of the late Judge Wilkes, and has per- formed the duties of that position ever since, a fact which carries its own comment as to his ability and superior judgment.

SAUEL WALLACE, of Egrement, was born near Belfast, Ireland, in 1801, being the second in the family of William and Mary Wallace. He came to Canada in 1827, and after spending two years in Port Hope, removed to Peterboro', where he resided nearly twenty years, engaged in contracting and building.

In 1848 he removed to Egrement, and locating on Lots 9 and 10 in the 11th Concession in that year, he became the first actual settler in the new survey of the township, when Aurora, 30 miles distant, was the nearest place where gristing could be done, and years afterwards settlers had to go to Fergus 27 miles to get their horses shod.

Mr. Wallace has served the municipality as Councillor, Deputy Reeve, and Reeve, for a combined period of many years, and has taken an active and leading part in the promotion and success of the local agriculture. I see before me their prosperity in great measure to the efforts of him, and a few such as him.

During the Rebellion of 1837-8 he served in the Dragoons, and was engaged chiefly on despatch and escort duty. In 1839 he returned to Ireland and brought out his father's family to Canada. He is now in affluent circumstances, having settled all his family comfortably in life, and himself retired from participation in active business.

LIEUT. COL. WILLIAM WATSON, of St. Vincent, is a native of County Carlow, Ireland, where he was born in 1817, and where his father, Samuel Watson, was a successful merchant. At the age of nineteen he left home for Canada, and after spending about a year in the neigh- borhood of York Toronto, came in September, 1837, to the forests of St. Vincent. He took up 100 acres of land here, and proceeded to effect a small clearing and erect a log shanty, which he had scarcely got "covered in" when the Rebellion broke out, and shouldering his rifle, he trudged on foot to Barrie to join a company of Simcoe Militia, of which he was chosen Lieutenant. His company was ordered to York, but on the way thither got word that the enemy had been attacked and dispersed at Montgomery's Tavern, and his company was ordered to return home. He himself, however, pushed on to York, and joined the contingent which was sent to the Niagara frontier. He served here in various capacities, both in the infantry and on shipboard, and when that force was disbanded, he enlisted in the "Foresters," in 1838, remaining with them till they also were disbanded. When the "Militia Act" first came into operation, he was appointed Major of the 1st Battalion of Grey Militia. He was subsequently promoted to a Lieut. Colonel of Sedentary Militia, and still holds that rank. He has also been a Magistrate for more than thirty years. He has served as Township Councillor, and was a member of the first Council ever organized in St. Vincent. In politics Col. Watson is Conservative, and in everything, politics included, liberal in his views; while in matters relating to the prosperity of the country or the wellbeing of its people, he takes an active and leading interest.

ALFRED DAVISON, of Durham, is the son of a Glasgow Scotch- man, who emigrated to Canada about forty years ago, and won his way to the wilds of Grey County, where he became one of the very first settlers of the Town of Durham, and where he subsequently married Elizabeth, daughter of Archibald Hunter, the founder of the place, by whom he raised a family of two sons and two daughters.

Archibald was the eldest son of this family, and he is said to have been the first child born in the settlement, on the 6th June, 1846. He spent a number of years in the employ of J. H. Hunter, M.P.E., at Durham, in the mercantile business, and about four years ago embarked in general trade on his own account. He is now owner of one of the finest stores in the place, and is looked upon as a shrewd business man, being also extremely popular in his private capacity. He was chosen Treasurer of the Municipality of Durham on its incorporation, and has satisfactorily filled the position since that time, being the present incumbent of the office.

T. W. STEVENSON, of Egrement, is one of the best informed and most agreeable gentlemen in the township. He spends much of his time in literary and scientific study, among other things being much interested in meteorology. He takes meteorological observations, which he forwards to the Department to assist them in making out the weather reports.

Mr. Stevenson is a native of London, England, having been born in that metropolis in 1826. His father's family subsequently came to Canada and settled in Victoria County. He himself came to Grey in 1851, and was one of the first settlers in the "New Survey" of Egrement, &c., with the exception of a very few along the Gardiners Road.

Mr. Stevenson has never taken a very active part in public or municipal matters, though he sat in the council a number of years, one of which he was Deputy Reeve. He has also held a commission in the Reserve Militia for a great many years, and for nearly twenty years has been a Justice of the Peace.

ALEXANDER IRWIN, one of the pioneers of Ardenesia, was born in Sligo, Ireland, in 1788, being the only son of Christopher and Eliza Irwin, of that place. His father died when he was very young, but he remained in the land of his nativity till 1850, in which year he emigrated to America, and during the same autumn settled at his present home, when the forests, for miles on all sides, were scarce yet desecrated by the woodman's axe.

Encountering the difficulties usual to the pioneers, and overcoming them by patience, perseverance, and industry, is a part of the history of Mr. Irwin's "life in the backwoods." But time and circumstance, which changes all things, now sees him comfortably situated in a country teeming not only with the necessaries of life but the luxuries of an advanced age of enlightenment—a result which his own hand has been instrumental in conquering from a region clad in nature's primal garb.

Mr. Irwin has held a variety of elective and appointive offices while a resident of Ardenesia, including that of Deputy Reeve (the first ever elected in the township), and a Justice of the Peace for twenty-five years.

He married in 1820 Frances, daughter of Lieut. Barras, of the 47th Regiment of the British army, who served through Wellington's cam- paigns in the Peninsula and at Waterloo, and subsequently died in India. They have a family of ten children—surviving, and Mr. Irwin resides with his youngest son Henry, who is a Magistrate, and one of the leading and most prosperous farmers in the township.

ROBERT DUNSTON, Township Clerk of Egrement, is the son of James and Jane Dunlop, of the County Antrim, Ireland, and the eldest of a family of four children (three of whom are now boys—all born in the Emerald Isle).

In 1838 Mr. Dunlop married Mary, daughter of Mathew Hamel, and two years later left Ireland for America, and settled first in Bytown, now Ottawa. After a residence of nearly five years there, he removed west, and spent about seven years at the occupation of school-teaching in the Townships of Chinguacousy and Albion. He then returned in

HISTORICAL SKETCH OF THE C

years for Mr. Hanning, spending his spare time night and morning in improving his place, and by the exercise of diligence and energy succeeded, from the most unpromising beginnings, and the most unpromising surroundings, in overcoming the adversities of fickle fortune, and placing himself in such a position that he was afterwards enabled to present each one of his children with a good farm.

Many are the amusing incidents related of the early experiences of the Silk family. The first wagon ever built in the township was made by Mr. Silk. As soon as made, he loaded 100 lbs. of maple sugar upon it, which he had just manufactured, and taking it all the way to Hammonds, sold it for \$40. With this money he bought leather and a barrel of salt. His oxen being mired, and the hills being icy, it was early spring, he was obliged to unload the salt at the bottom of every hill, roll it to the top with his wife's assistance, and then reload it. In this way it was estimated they had rolled the barrel several miles in the aggregate; but at last they reached their destination, and all the family soon had new shoes from the leather he bought—the first they had had since coming into the settlement.

Mr. Silk, who was highly esteemed in life, was as deeply lamented in death, when, on the fifth August, 1878, he resigned his spirit to God who gave it, and left over sixty children, grandchildren, and great grandchildren to mourn his loss.

JAMES ROBERTSON, deceased, late of the Township of St. Vincent, a native of Glasgow, Scotland, was one of the pioneer settlers of the County of Lanark, E. C., in 1820. After residing in the Township of Dalhousie for sixteen years, he removed to St. Vincent in 1836, a date which shows him to have been one of the very earliest settlers; and the many hardships he endured may be judged from the related fact that he on more than one occasion went all the way to York (Toronto) with a grist, carrying it the entire distance on his back.

From his first residence Mr. Robertson took an active part in municipal affairs, having been one of the old District Councillors for St.

Vincent while that township was still a part of the District Council seat at Barrie. He was a just a great many years. He died, regretted by all who knew him, at the ripe old age of 86.

His son Duncan, who was born at Glasgow before he left Scotland, now occupies the old homestead in one of the most respected and intelligent farmer country.

THOMAS J. WATSON, deceased, late of the Township of St. Vincent, was the second child and only son of James and Jane Watson, of Yorkshire, England, where he was born in 1823. He was a civil engineer, and followed that profession for some years in his native country, but emigrating to Canada in 1849, he took up his residence in the above township. He only remained here, however, after which he lived in Quebec, New York, and St. Catharines (Ont.). While at the latter place he was employed on the Grand Trunk Railway between Baden and St. Catharines, where he remained till his death, in 1875, leaving a wife and two daughters to mourn his loss.

Mr. Watson's life was almost wholly spent in contracting. He was engaged from time to time in a large number of public works contracts, and had the reputation of being a first class man in his profession, as well as a gentleman in all his business relations.

ROBERT TAYLOR, deceased, late of the Township of St. Vincent, born in Yorkshire, England, in 1796, emigrating to Canada in 1816, and settling in the County of Frontenac, where he resided till 1846, when he came to St. Vincent, and purchased 200 acres of land in St. Vincent. He died in 1875, at the advanced age of 79.

Mr. Taylor was twice married; first to Catherine Taylor, of Yorkshire, England, secondly to Janet Lindsay, of York.



but while that township was still a part of Simcoe County, and District Council sat at Barrie. He was a Justice of the Peace for many years. He died, regretted by all who knew him, at the old age of 86.

His son Duncan, who was born at Glasgow before his father's family emigrated, now occupies the old homestead in St. Vincent, and is one of the most respected and intelligent farmers of this section of the county.

THOMAS J. WATSON, deceased, late of the Township of Melancthon, second child and only son of James and Jane Watson, of Hull, Here, England, where he was born in 1823. He was educated for an engineer, and followed that profession for some years in his native city, but emigrating to Canada in 1848, he took up a temporary residence in the above township. He only remained here two years, after which he lived in Quebec, New Hamburg (Ont.), and Espane (Ont.). While at the latter place he built that section of the Grand Trunk Railway between Baden and Stratford, and a portion of the Perth County gravel roads. In 1869 he returned to Melancthon, where he remained till his death, in 1875, leaving a widow, six sons, and eight daughters to mourn his loss.

Mr. Watson's life was almost wholly spent in engineering and contracting. He was engaged from time to time in a great many very important works, and had the reputation everywhere of being a first-class man in his profession, as well as an upright and reliable gentleman in all his business relations.

ROBERT TAYLOR, deceased, late of the Township of St. Vincent, was born in York-shire, England, in 1796, emigrating to Canada in 1829. He first settled in the County of Frontenac, he engaged in farming, and there resided till 1846, when he came to the County of Grey, and purchased 200 acres of land in St. Vincent, whereon he lived till his death, at fourscore years of age, in 1876.

Taylor was twice married; first to Catherine Laycock, of York-shire, England, secondly to Janet Lindsay, of Montrose, Scotland.

During the whole period of his manhood he was a zealous member of the Wesleyan Church, and spent over fifty years of his life in active preaching and exhorting, and was one of the most prominent landmarks of the church in these parts of Canada where he was so long and so favorably known.

ROBERT RICHARDSON TAYLOR, a son of the above gentleman, who was born in Portland Township in 1831, resides on the old Taylor homestead, and is married to Mary Anne, daughter of Robert McCausland, a native of Ireland, who was one of the pioneers of Toronto Township. He is one of our best specimens of well-to-do and intelligent farmers. He never sought or would accept of official positions, but, like his father, is a prominent and active member of the church, and among the citizens of the township at large no one is more highly esteemed.

JAMES GIBSON, deceased, late of Opevey, was born in Fife shire, Scotland, in 1820, and came to Canada in 1849, settling in Opevey in November of that year.

When the Township of Opevey was set off as a separate municipality in 1852, Mr. Gibson was the first Clerk chosen; and ever since that time, up to his death in 1879, he continued to discharge the duties of the position. He was a Justice of the Peace, a Commissioner in R. R., and a Captain in the Reserve Militia. Naturally of a disposition which precluded the spirit of partizanship in any cause, and occupying an official position in the interest of *all* parties, Mr. Gibson's participation in political affairs was of a passive nature; though in every public question which affected the interests of the community at large, or his own section in particular, he evinced the greatest sympathy, and exercised no small influence.

Possessing more than ordinary intelligence, and a disposition and manner which attached to him the affections of the people of Opevey, no public servant has exhibited a more satisfactory official record; nor has any been more sincerely mourned when his allotted task among his fellows was performed.





THE WORLD IN HEMISPHERES.

WITH VIEWS OF THE COMPARATIVE HEIGHTS OF THE
MOUNTAINS, RIVERS, LAKES, &c.

AND THE LENGTHS OF THE
PRINCIPAL RIVERS.

BY
J. H. COLEMAN, ESQ.

OF BIRMINGHAM, ENGLAND.

The height of Mountains has been estimated by a scale of English
Feet and the length of the Rivers by the length of the
scale of miles.

Scale of
Miles.

Scale of
Feet.

Scale of
Yards.

Scale of
Fathoms.

Scale of
Meters.

Scale of
Kilometers.

Scale of
Miles.

Scale of
Feet.

Scale of
Yards.

Scale of
Fathoms.

Scale of
Meters.

Scale of
Kilometers.



WESTERN HEMISPHERE.

NORTH POLE

SOUTH POLE

ARCTIC CIRCLE

TROPIC OF CANCER

EQUATOR

TROPIC OF CAPRICORN

ANTARCTIC CIRCLE



EASTERN HEMISPHERE.

NORTH POLE

SOUTH POLE

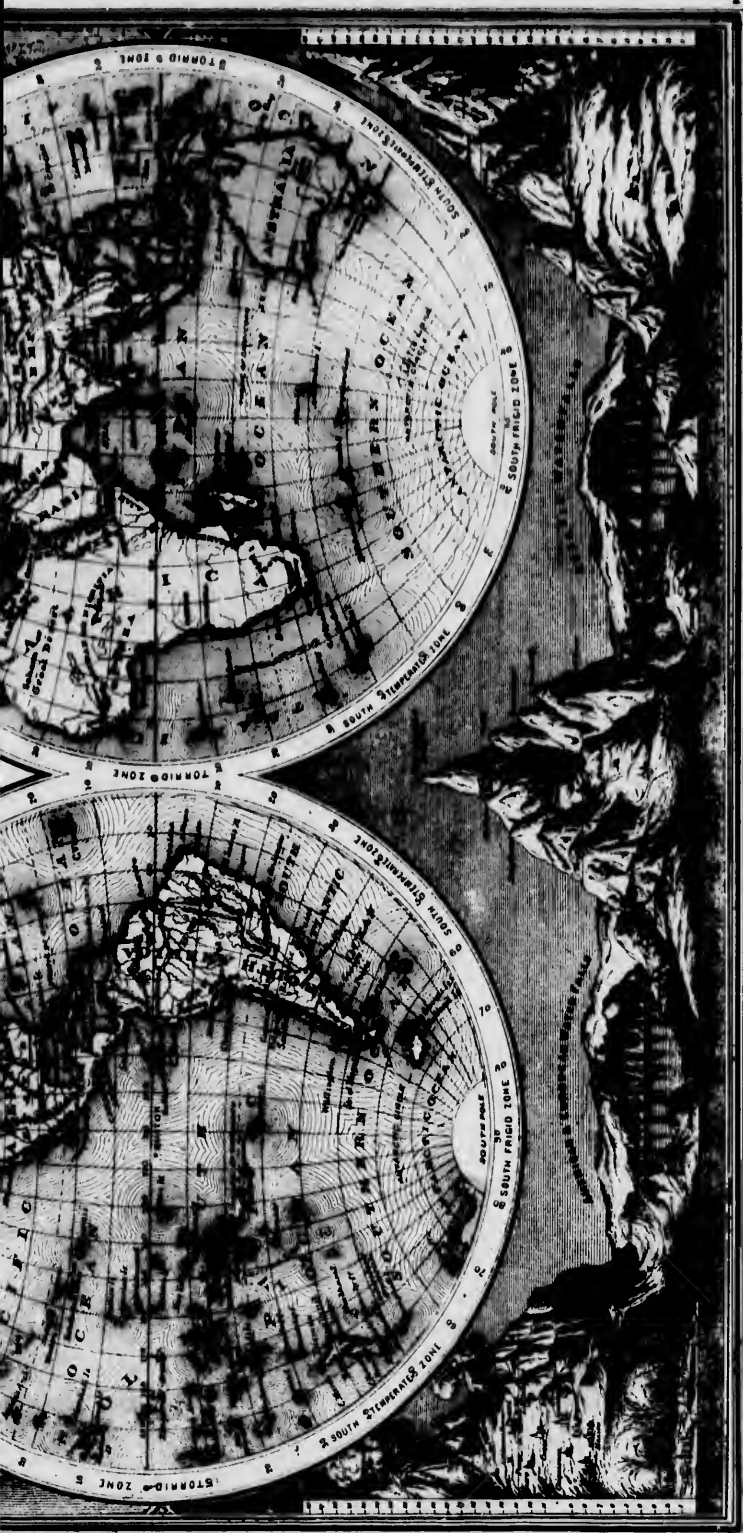
ARCTIC CIRCLE

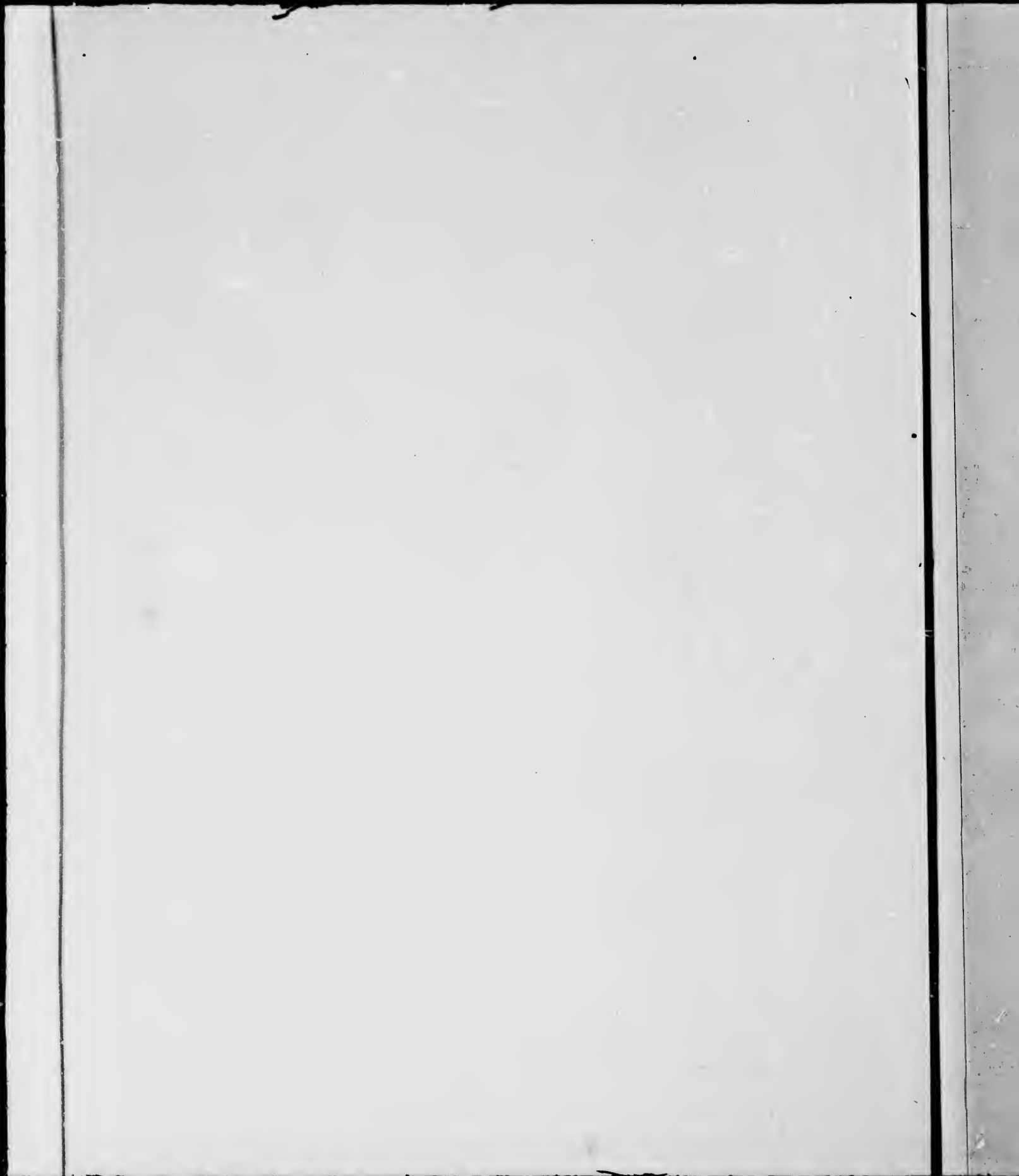
TROPIC OF CANCER

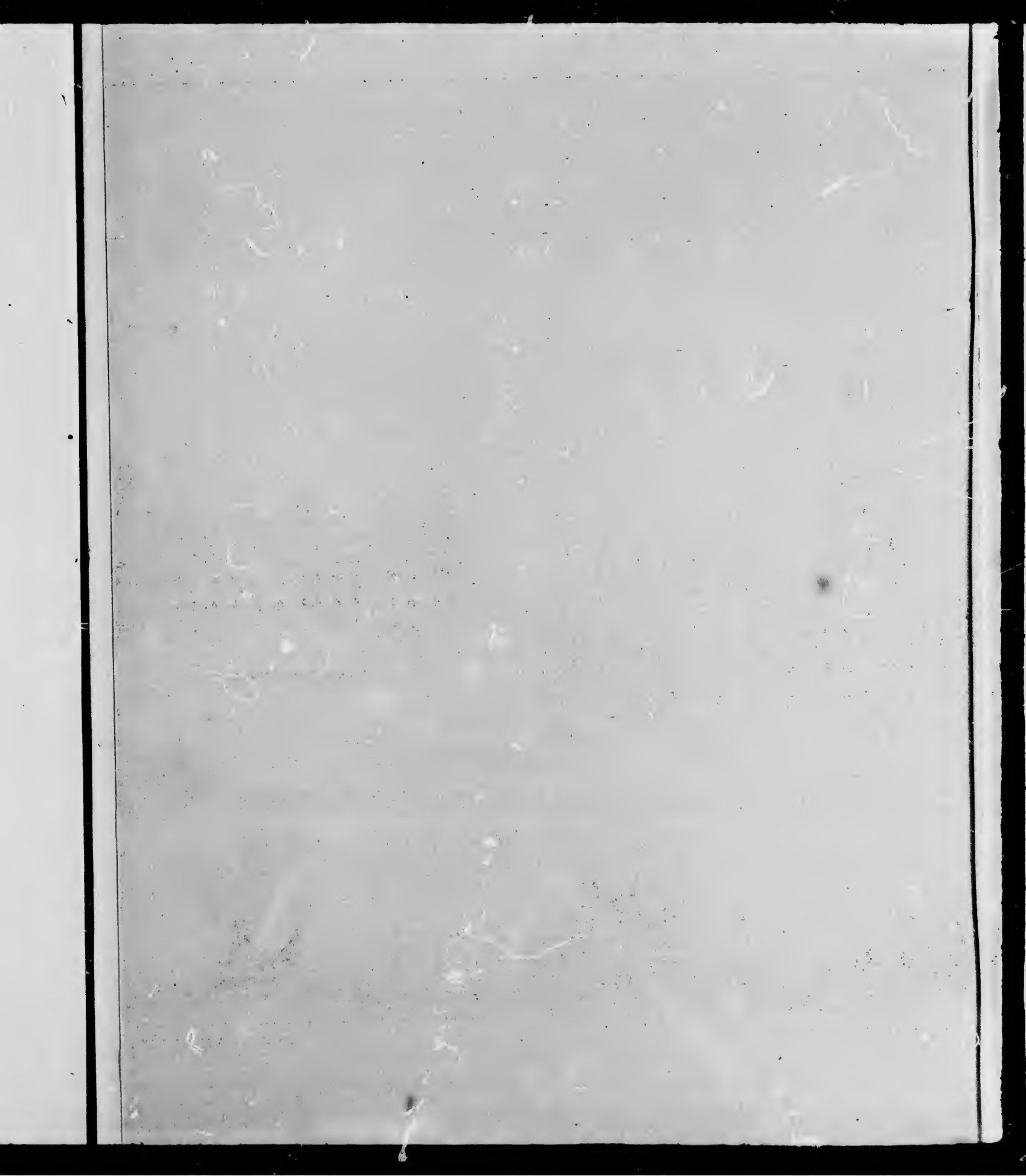
EQUATOR

TROPIC OF CAPRICORN

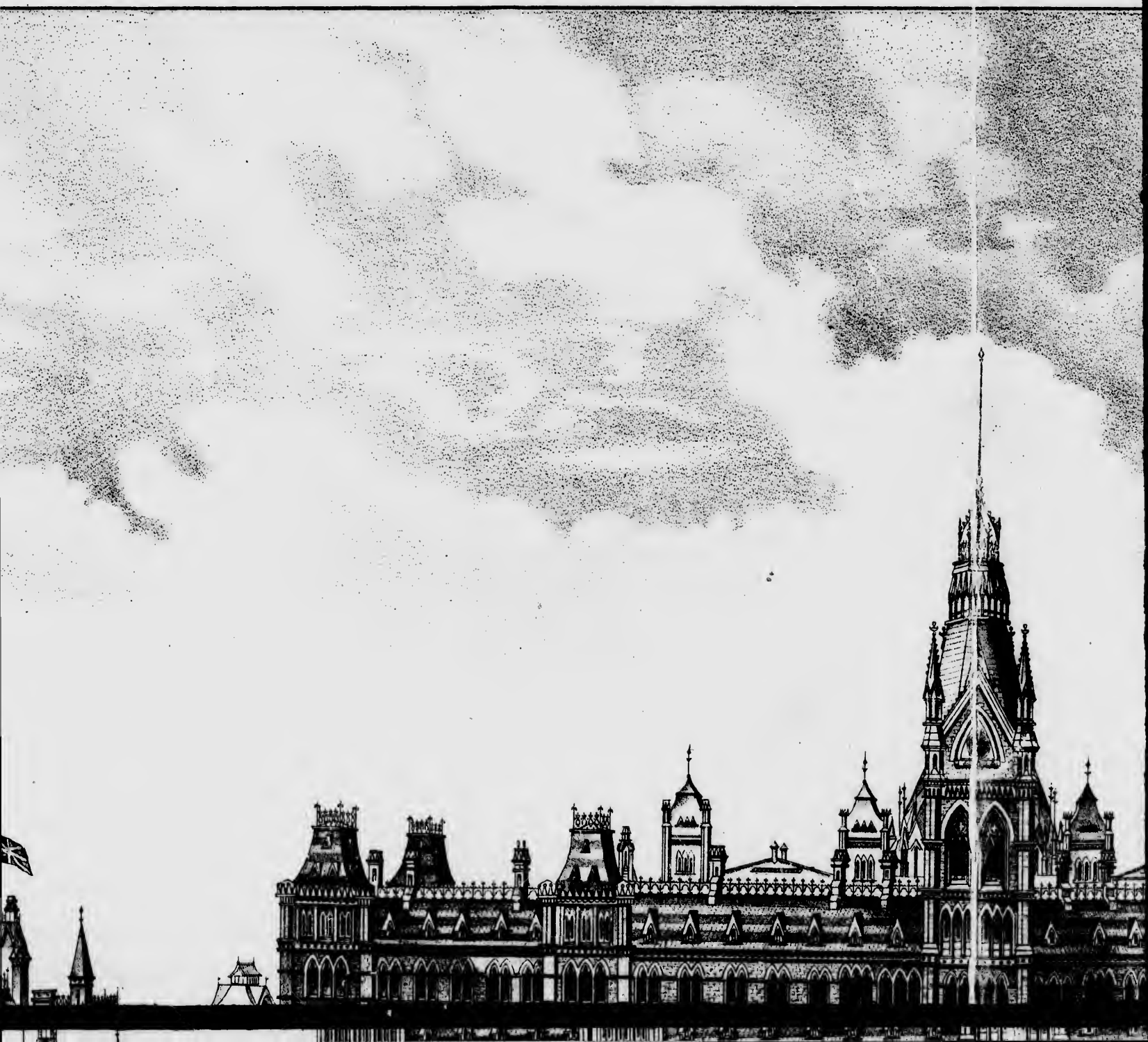
ANTARCTIC CIRCLE











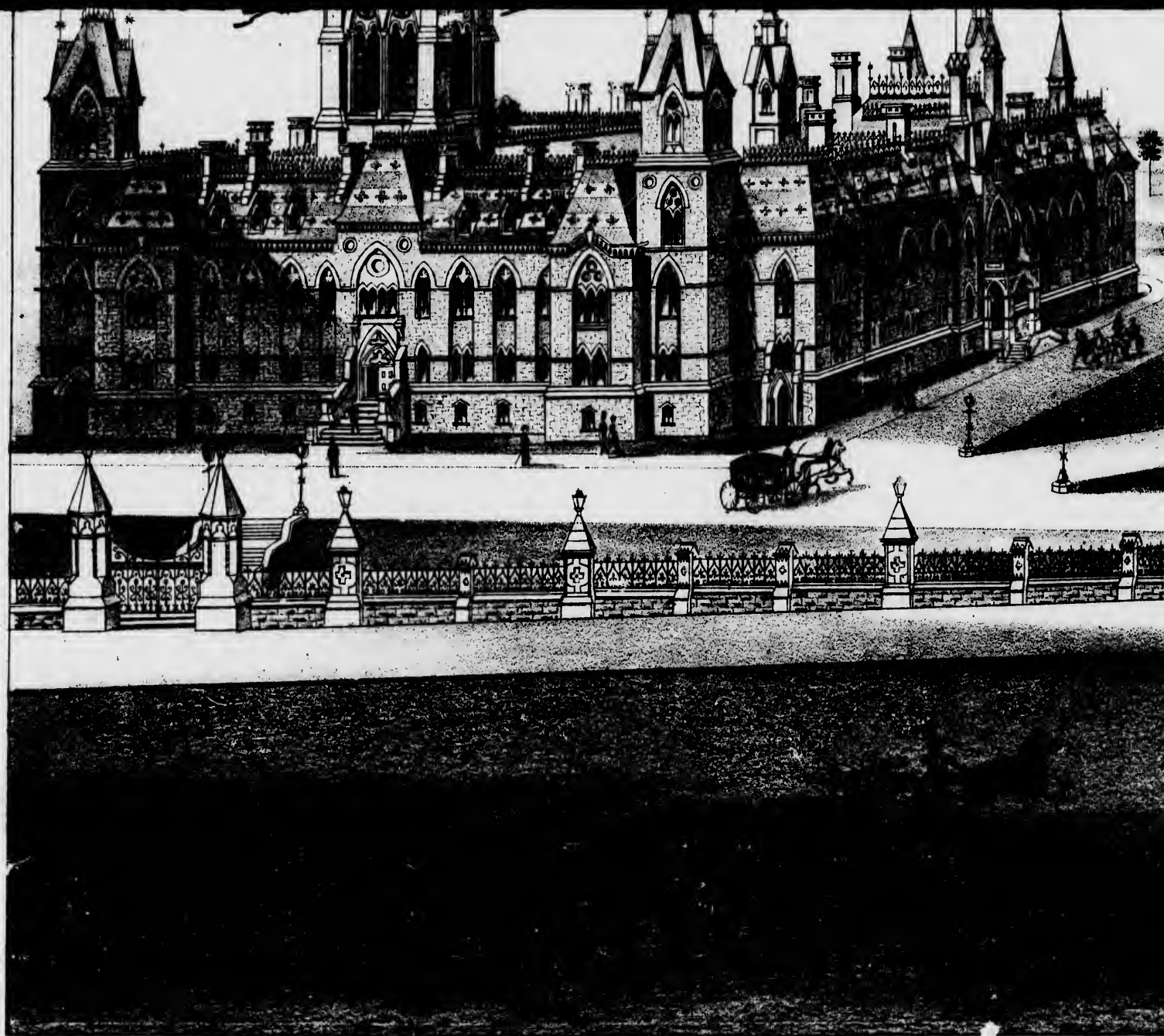




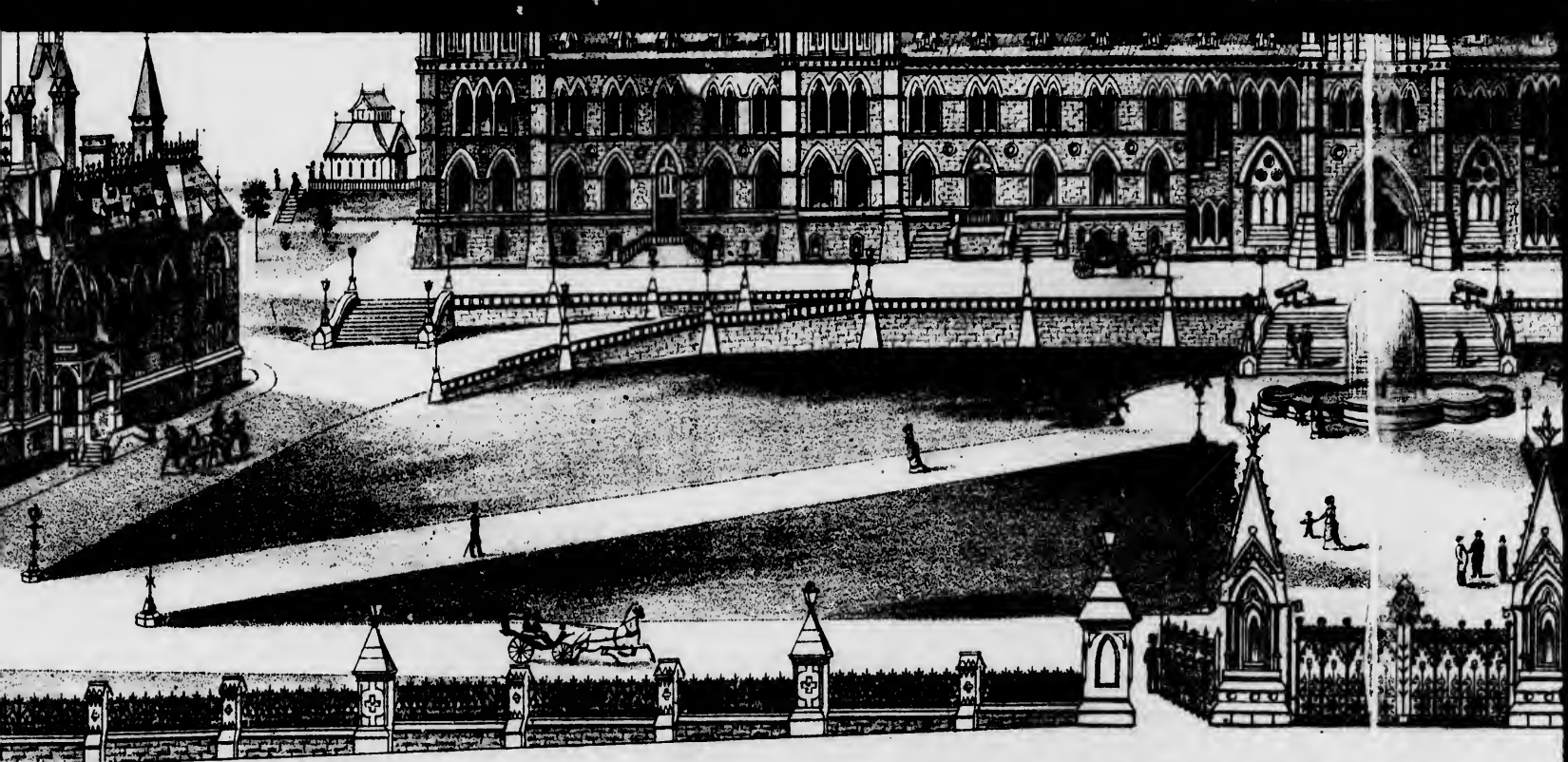


24





DEPARTMENTAL BUILDINGS.
(WESTERN BLOCK)

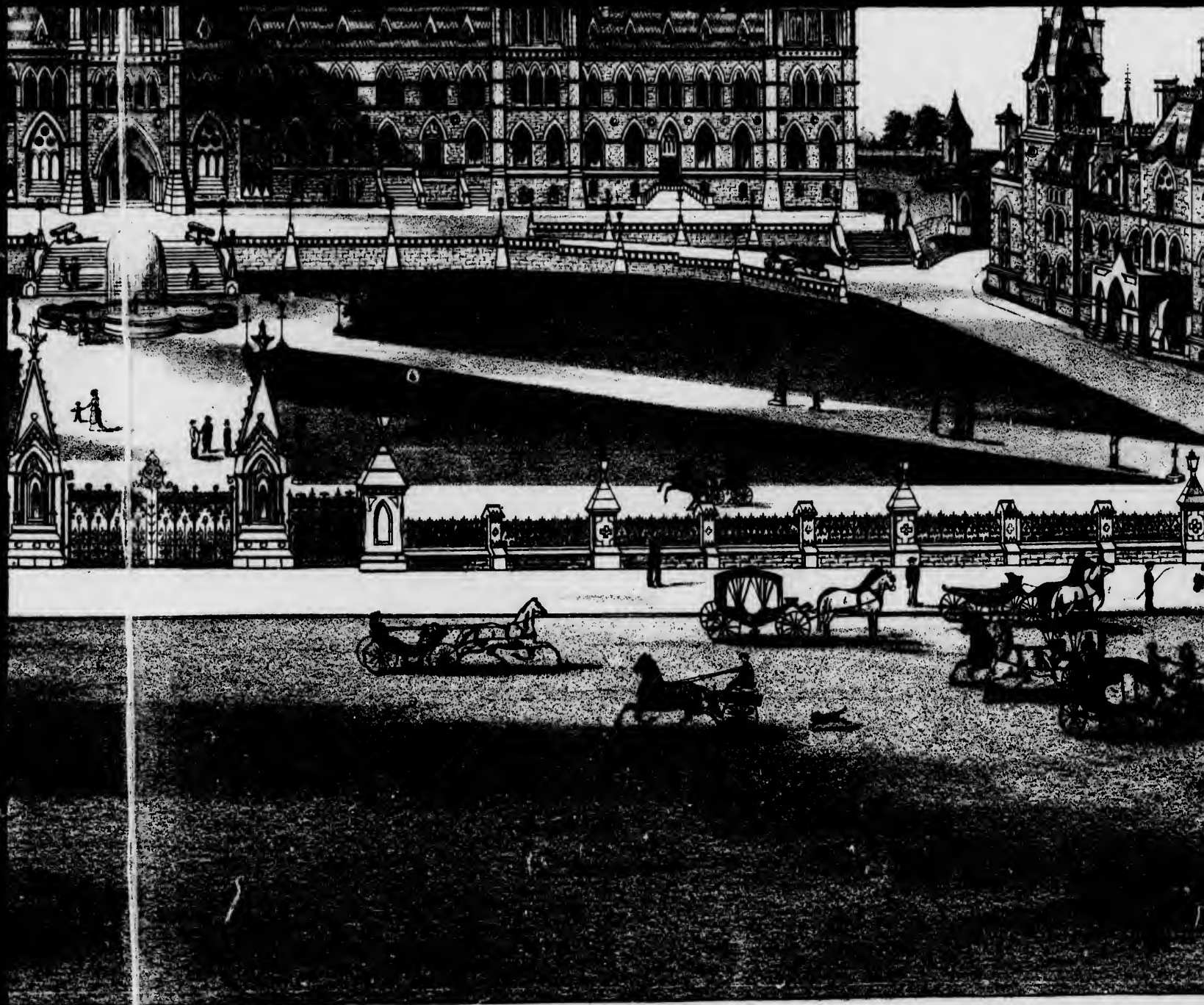


Entered According to the Act of the Parliament of Canada, in the Year One Thousand Eight Hundred and Seventy

THE PARLIAMENT B

PARLIAMENT

OTTAWA. O.

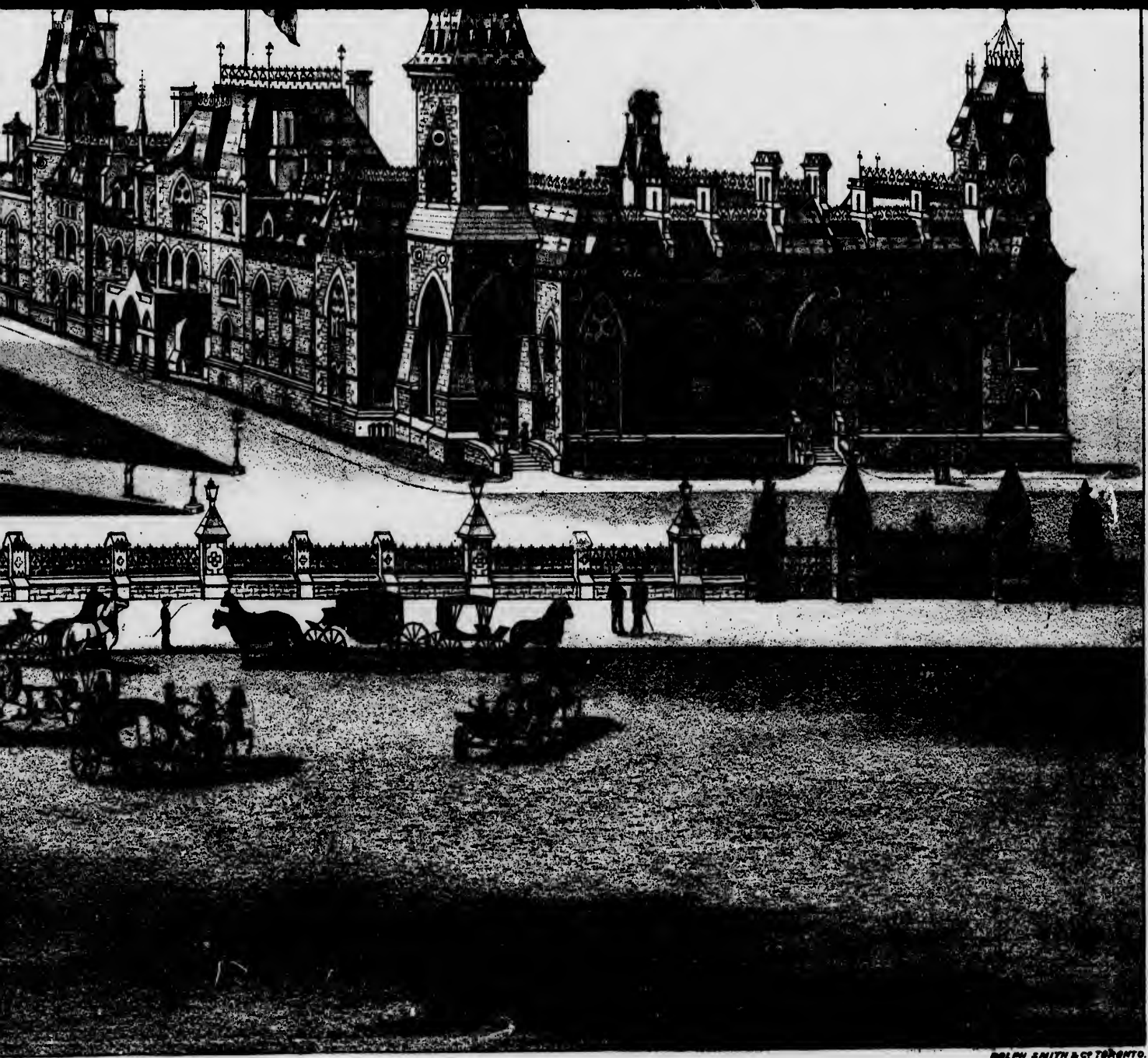


One Thousand Eight Hundred and Seventy Nine by H. Bolden & Co. in the office of the Minister of Agriculture.

PARLIAMENT BUILDING

OTTAWA SQUARE,

OTTAWA, ONT.



DEPARTMENTAL BUILDINGS.
(EASTERN BLOCK)





HER ROYAL HIGHNESS, THE PRINCESS LOUISE.

HIS





HIS EXCELLENCY, THE MARQUIS OF LORNE



HER ROYAL HIGHNESS, THE PRINCESS LOUISE.



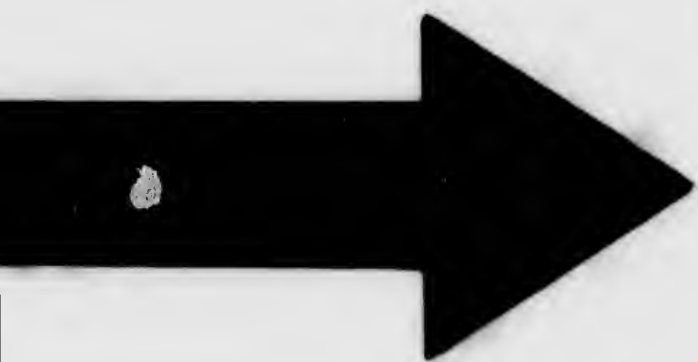
THE COUNTESS OF DUFFERIN.

HIS EXCELLENCY, THE MARQUIS OF LORNE



THE EARL OF DUFFERIN





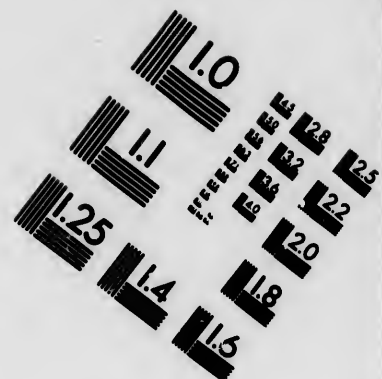
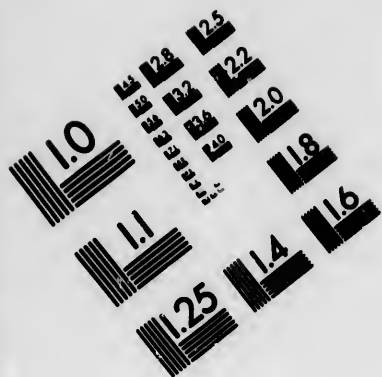
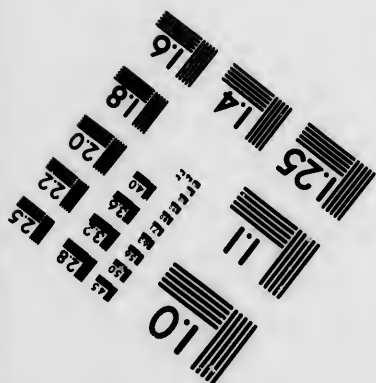
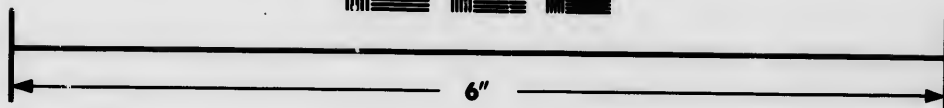
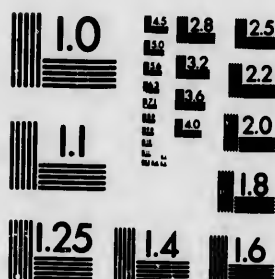
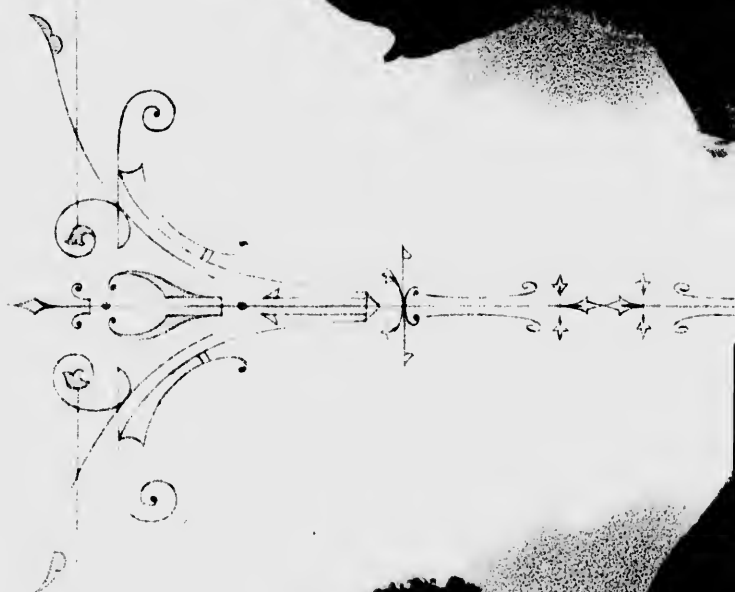


IMAGE EVALUATION TEST TARGET (MT-3)



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HON SIE CHARLES TUPPER KCMGCB



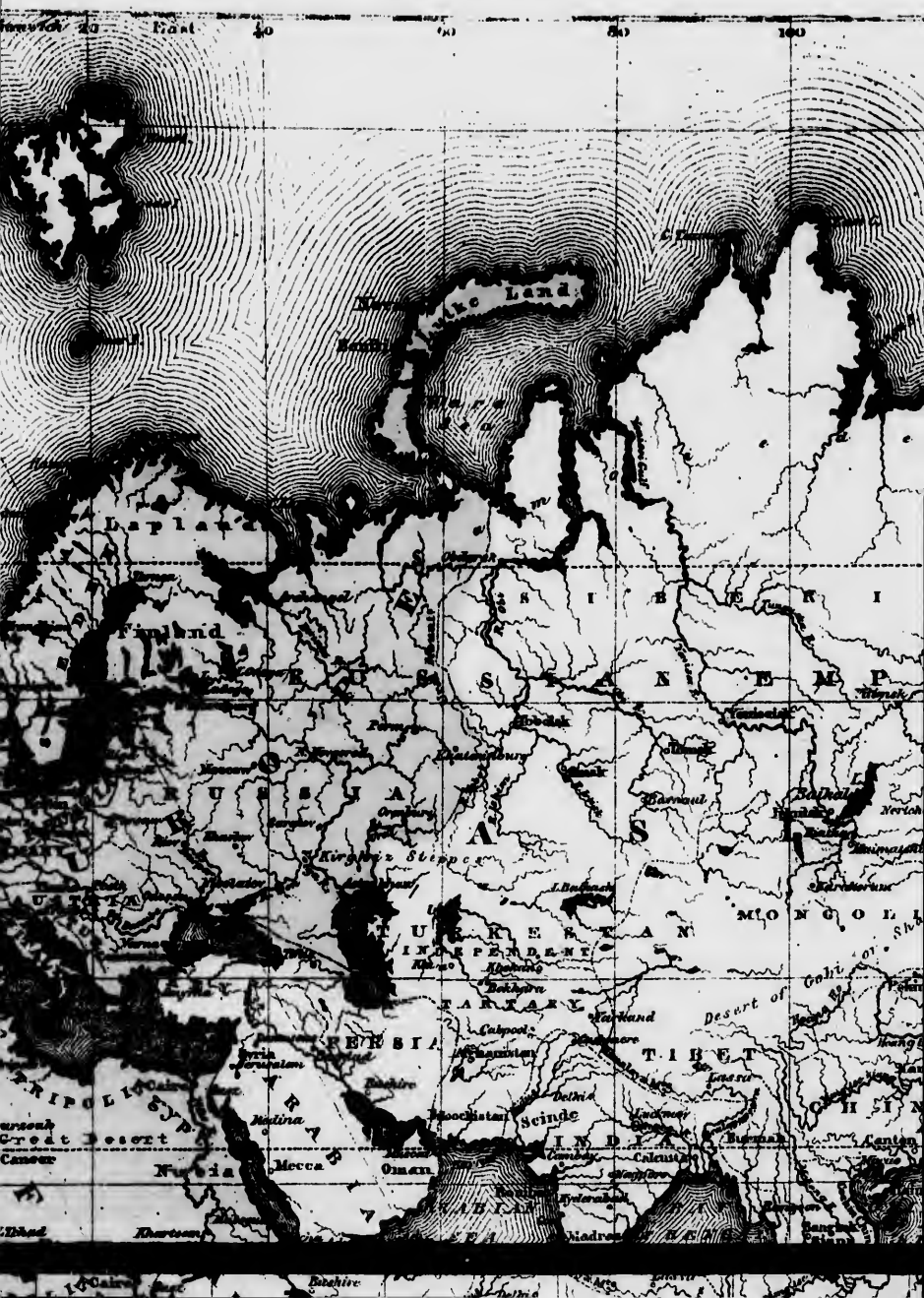
FRANCIS JAMES TUPPER

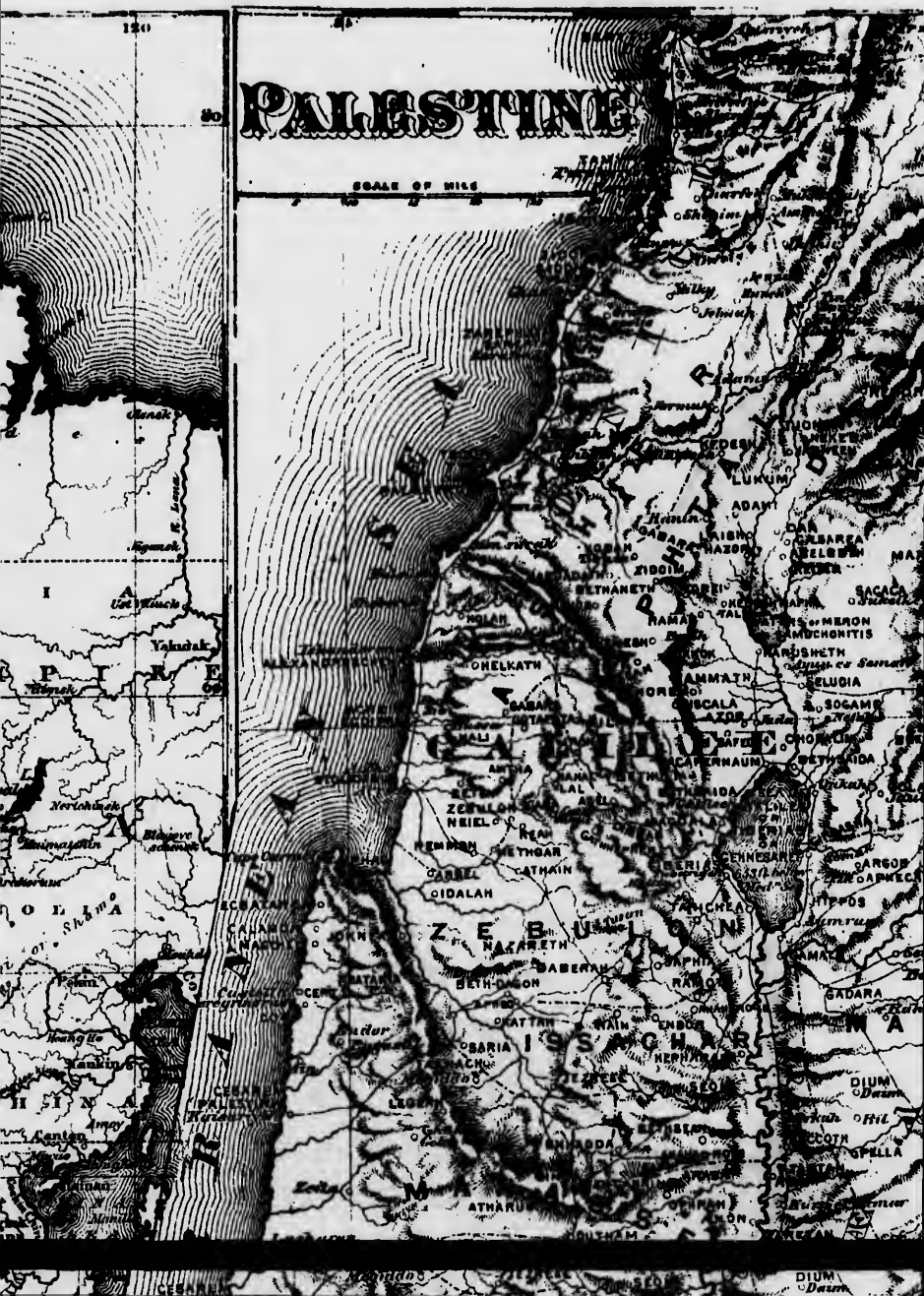




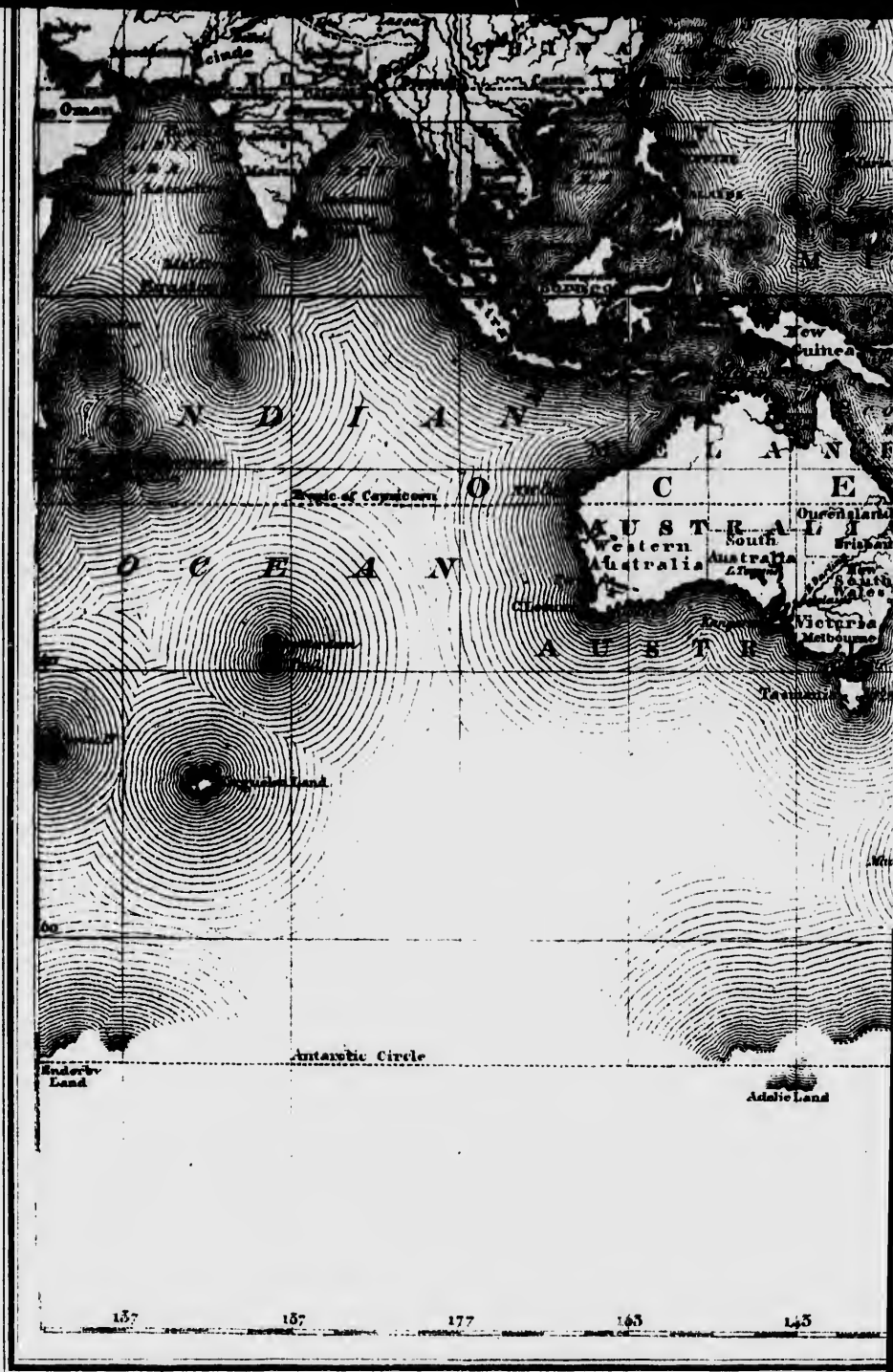




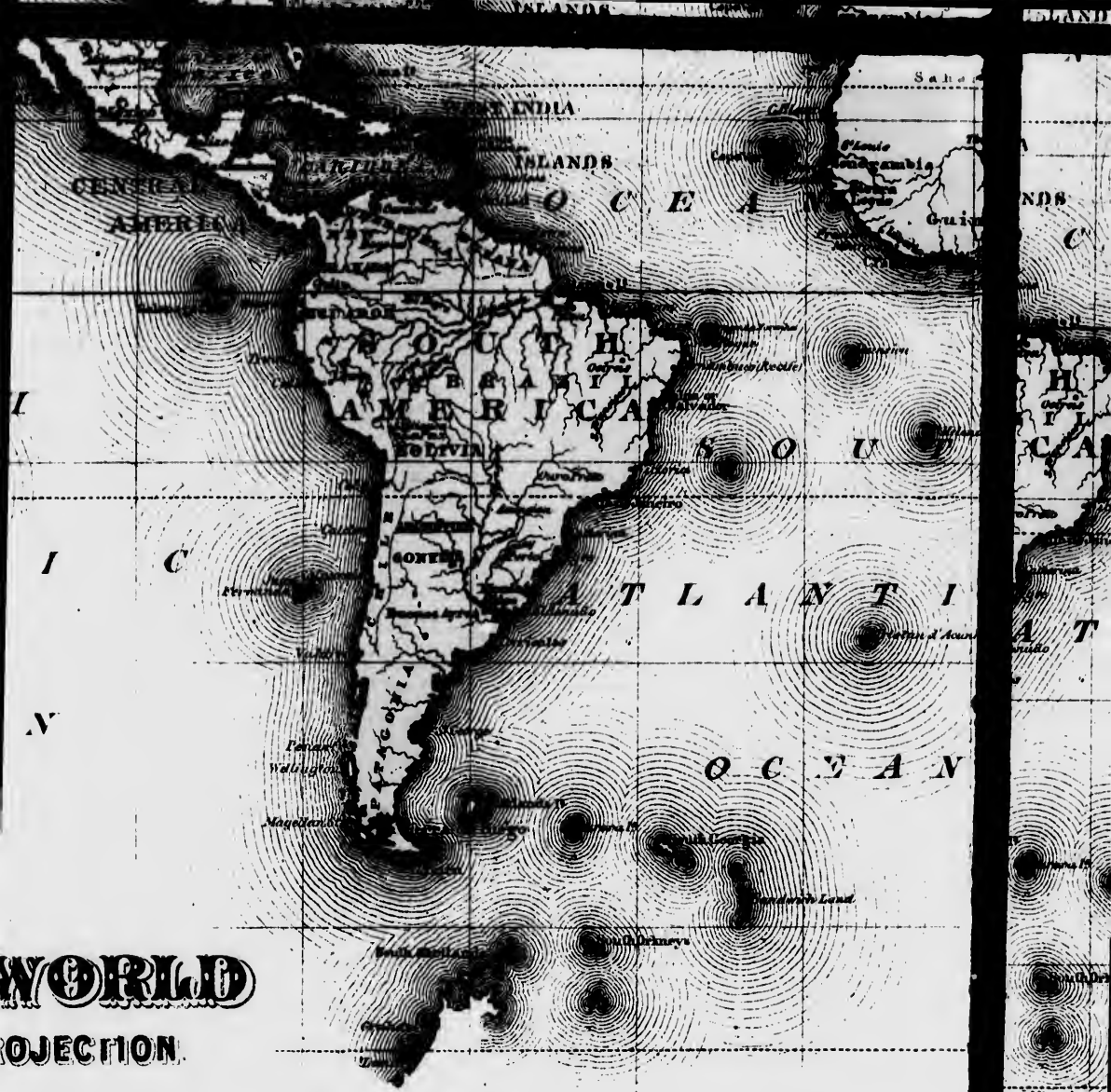












WORLD PROJECTION.

How plainly its con-
struction is seen.

25

West

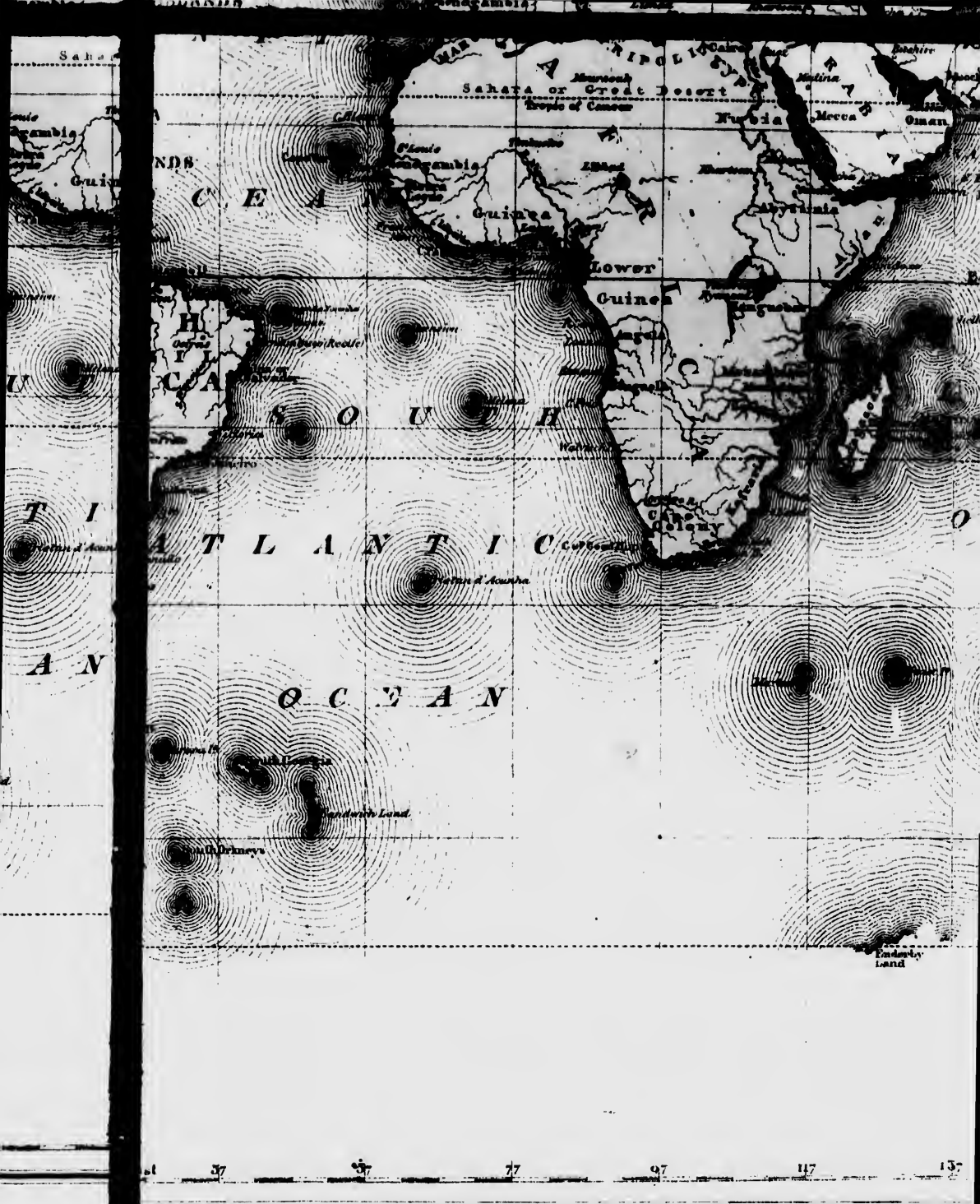
8 Long from Washington 17

East

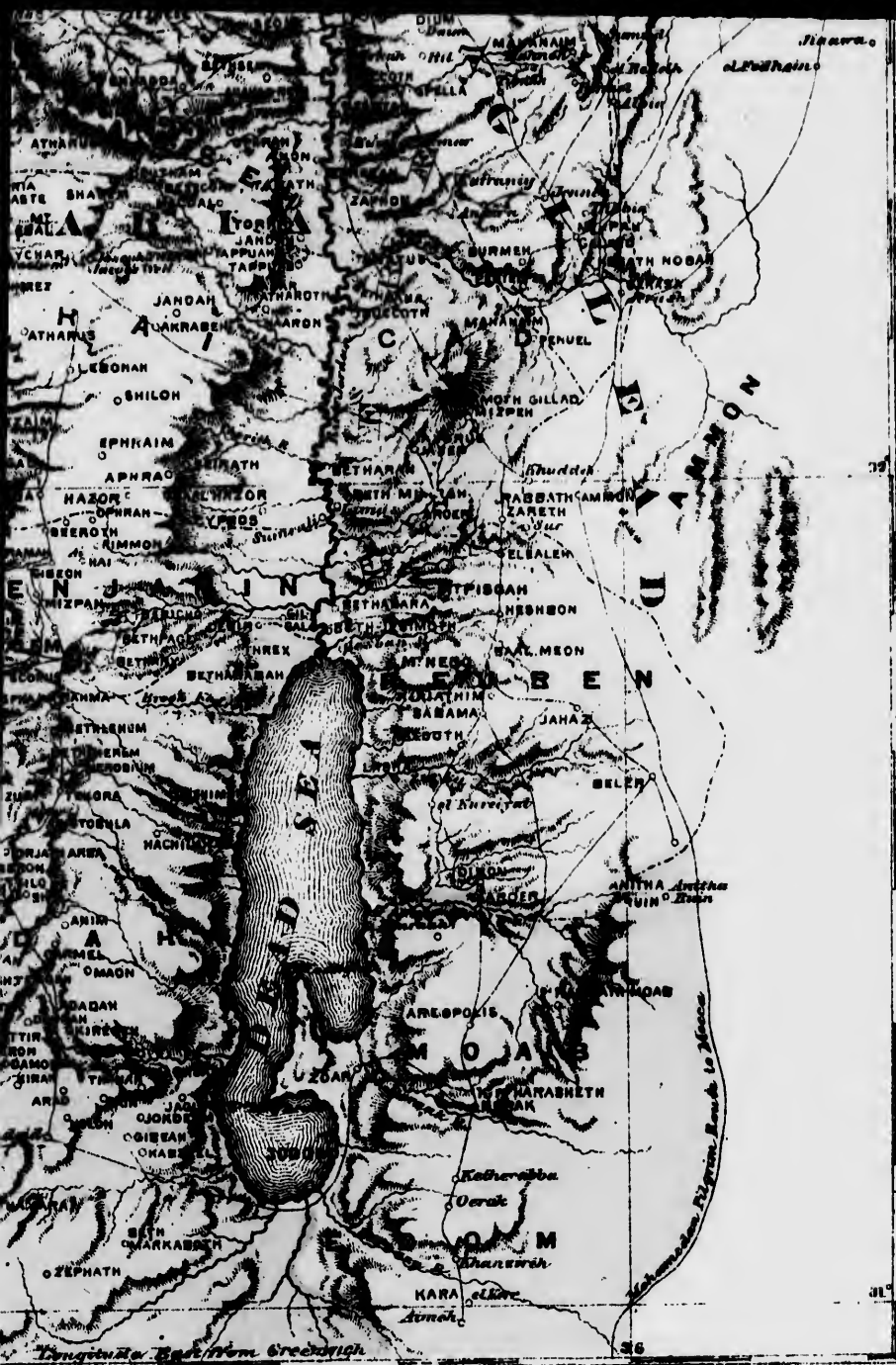
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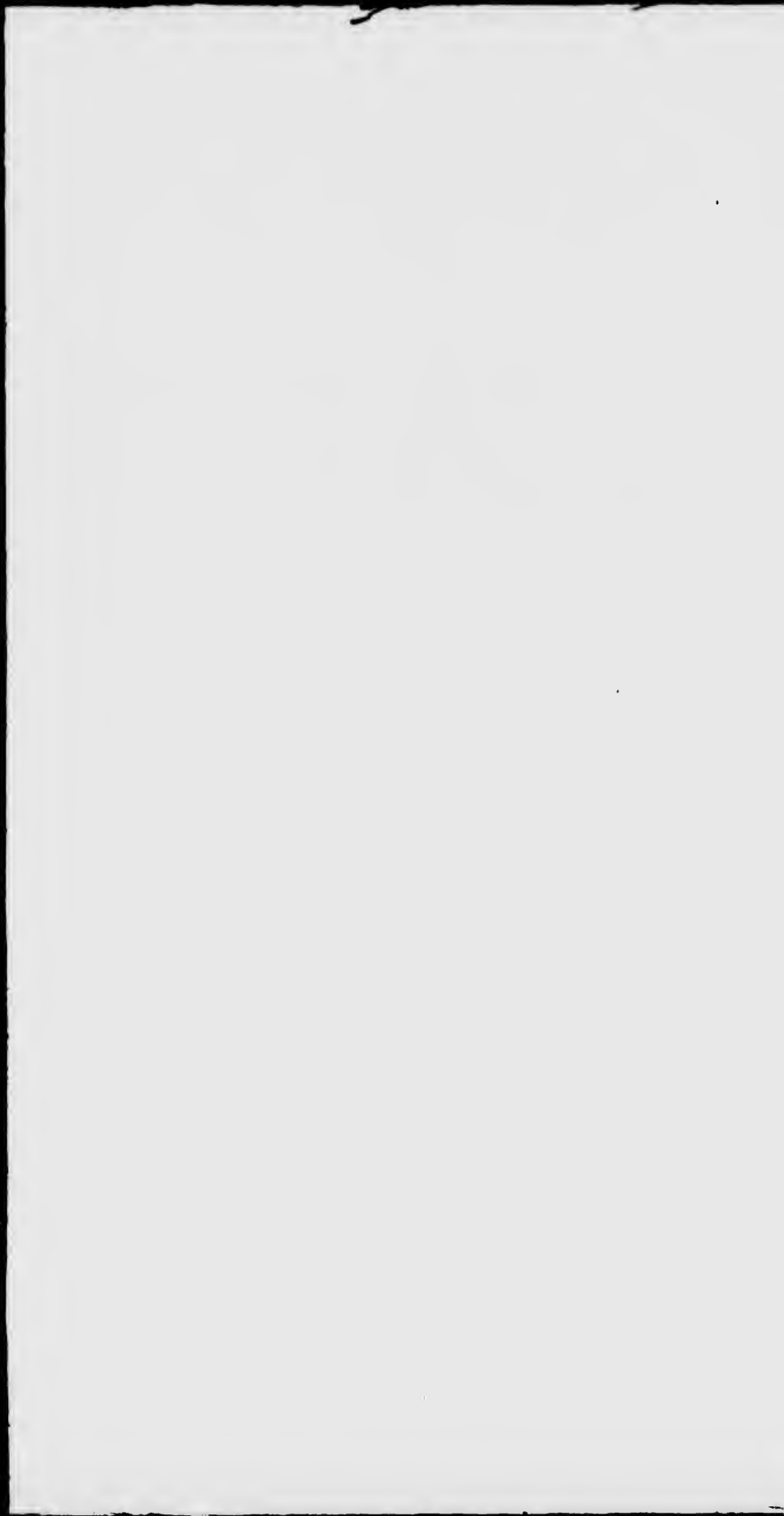
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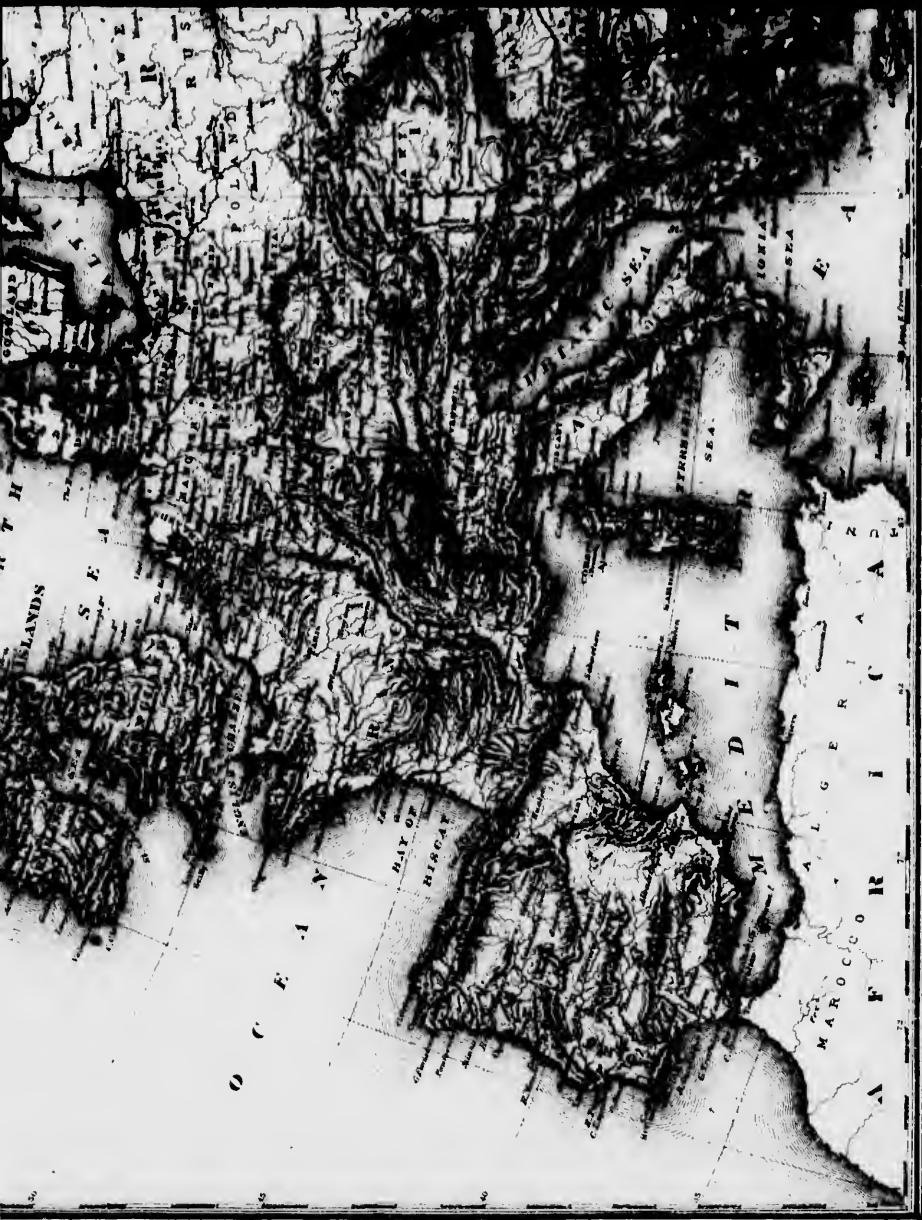


EUROPE

SCALES

1 inch = 100 miles
1 inch = 160 kilometers
1 inch = 100 nautical miles
1 inch = 160 statute miles
1 inch = 100 leagues
1 inch = 100 stadia
1 inch = 100 furlongs
1 inch = 100 paces
1 inch = 100 cubits
1 inch = 100 palms
1 inch = 100 digits
1 inch = 100 uncia
1 inch = 100 scrupula
1 inch = 100 denarii
1 inch = 100 siliqua
1 inch = 100 quadrans
1 inch = 100 asses
1 inch = 100 sesterces
1 inch = 100 auri
1 inch = 100 aurei
1 inch = 100 solidi
1 inch = 100 denarii
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1 inch = 100 quadrans
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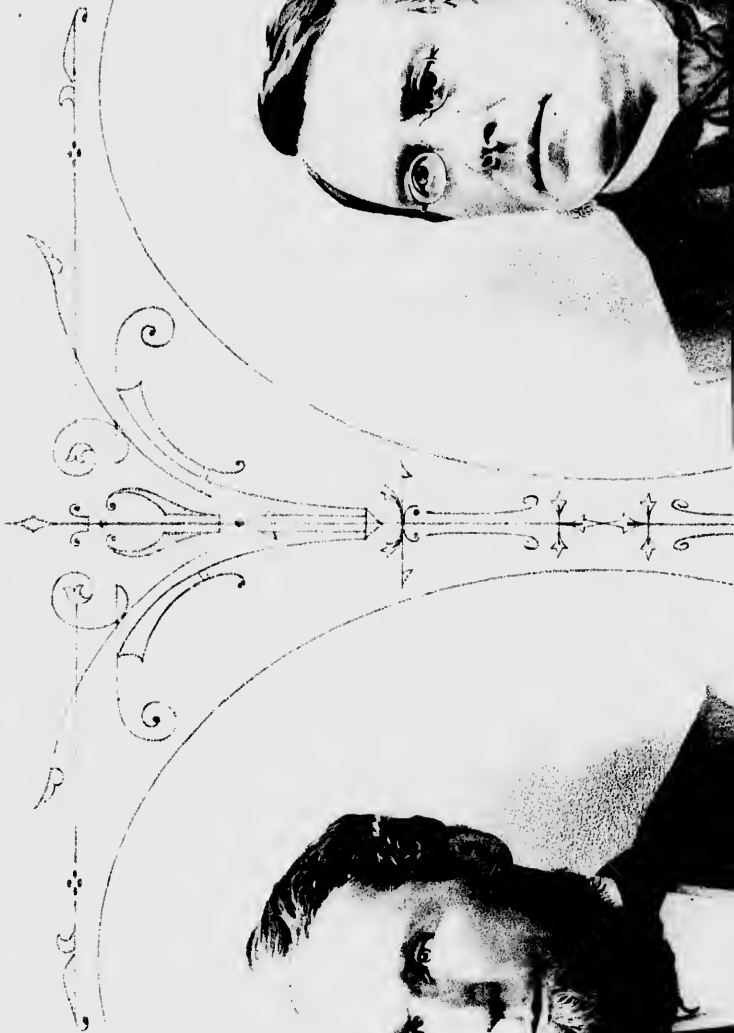


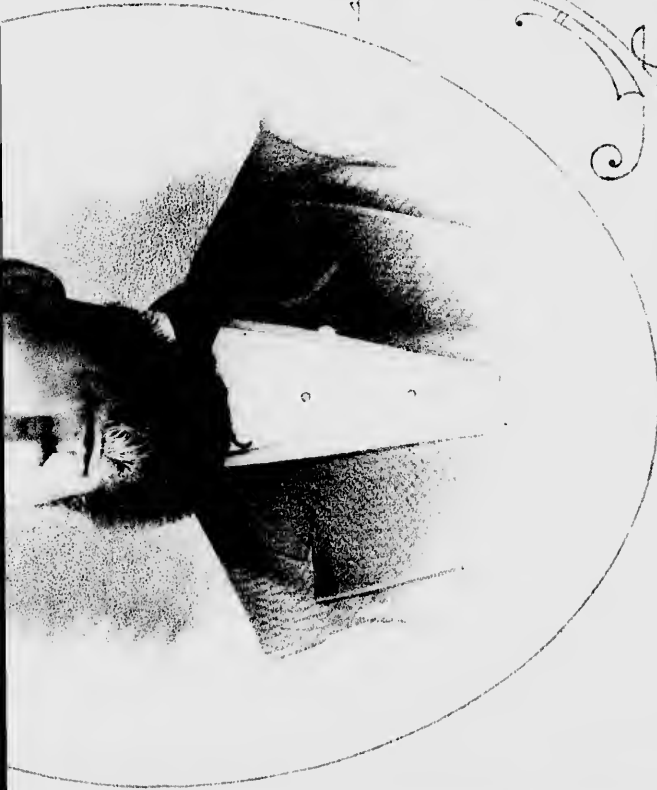


HON. SIR SAM^L LEONARD TILLEY, C.B., C.M.G.



HON. SIR RICH^D CARTWRIGHT, K.C.M.G.





HON. ALEXANDER MACKENZIE

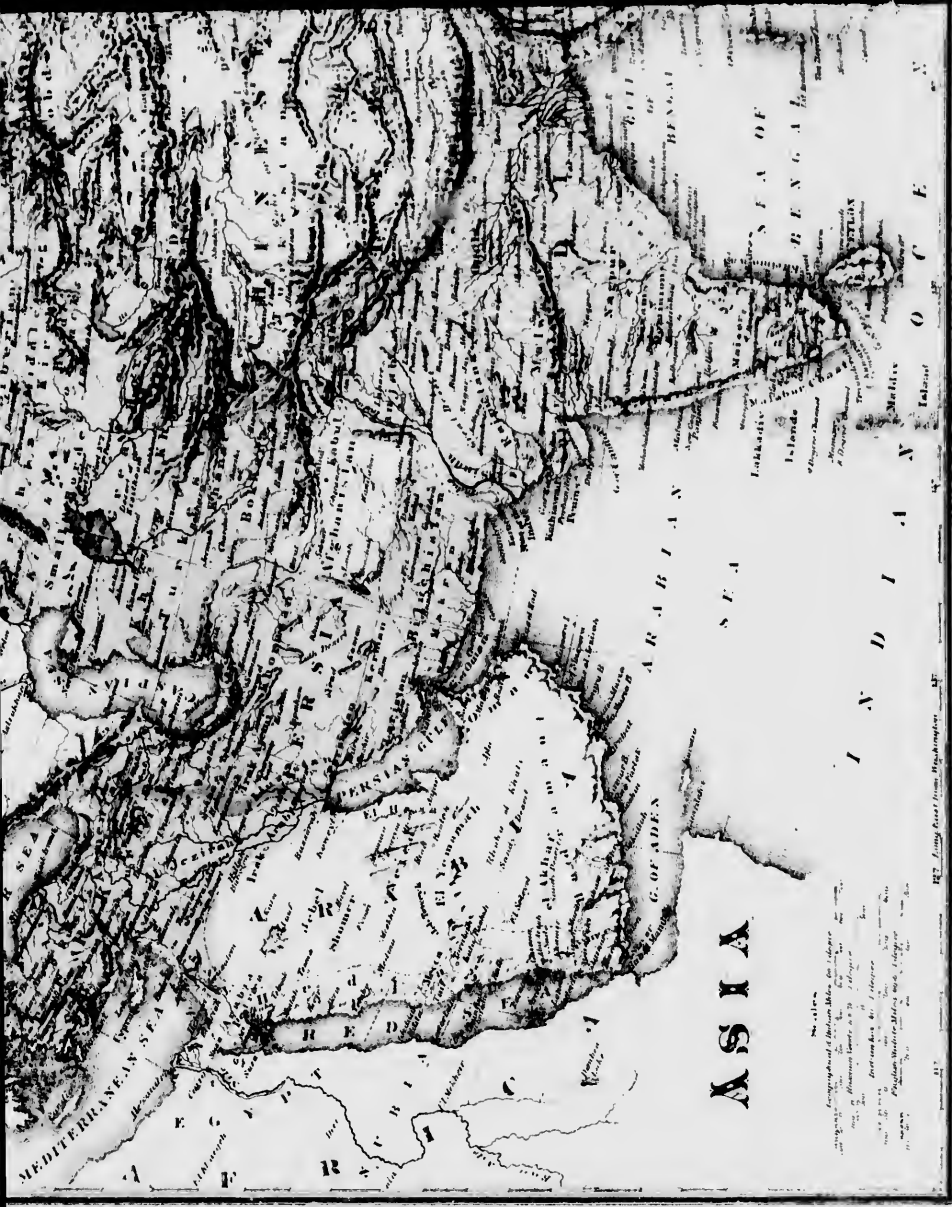


HON. EDWARD BLAKE









ASIA

Geographical and Political Atlas of the Empire
The map is drawn from the latest surveys and is corrected to the latest information.
The names of the countries and provinces are given in the original language and in English.
The names of the cities and towns are given in the original language and in English.
The names of the rivers and lakes are given in the original language and in English.
The names of the mountains and hills are given in the original language and in English.
The names of the islands and archipelagos are given in the original language and in English.
The names of the seas and oceans are given in the original language and in English.
The names of the straits and gulfs are given in the original language and in English.
The names of the bays and harbors are given in the original language and in English.
The names of the canals and rivers are given in the original language and in English.
The names of the mountains and hills are given in the original language and in English.
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The names of the straits and gulfs are given in the original language and in English.
The names of the bays and harbors are given in the original language and in English.
The names of the canals and rivers are given in the original language and in English.





SALES

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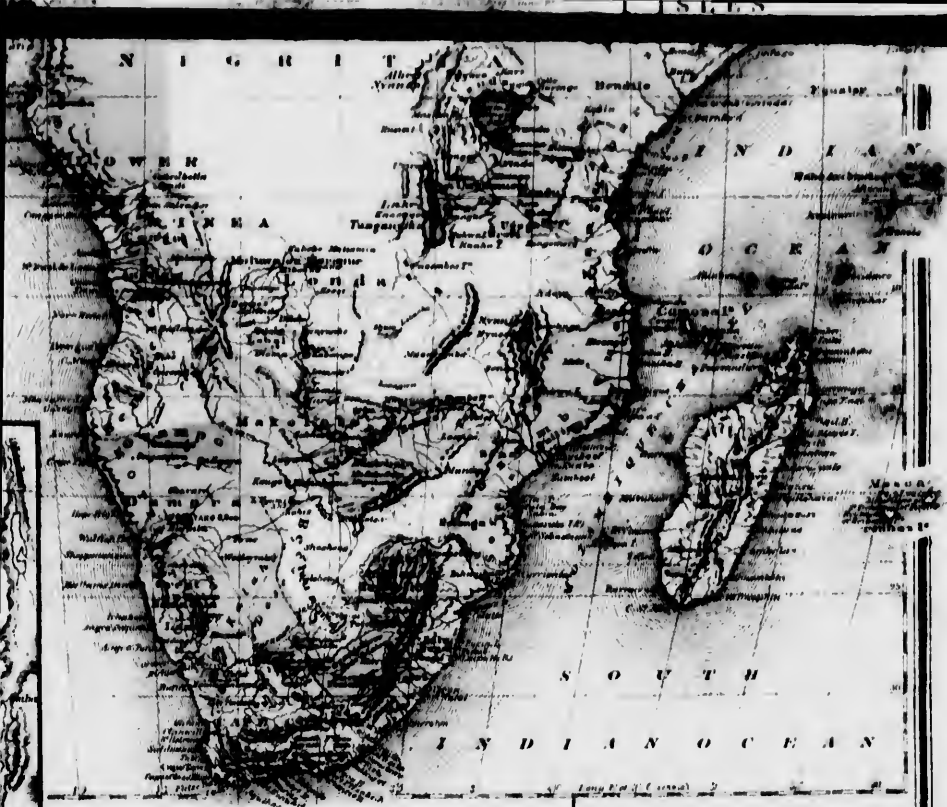
(Sp.)

A map of the Canary Islands archipelago. The islands shown include Palma (Mallorca), Tenerife, Fuerteventura, and several smaller islands like Lanzarote, Gran Canaria, and Hierro. The map is oriented with North at the top. The islands are labeled with their names in Spanish. The map is part of a larger page that includes a table of flight routes and a list of airlines.

MADEIRA
Funchal

Paulo J. Porto Santo
 S. Jorge
 Lourenço
 Chaves
 Descalças
 B. g. 10





From Huelva to St. Salvage

CANARY ISLANDS



MADEIRA

ISLES







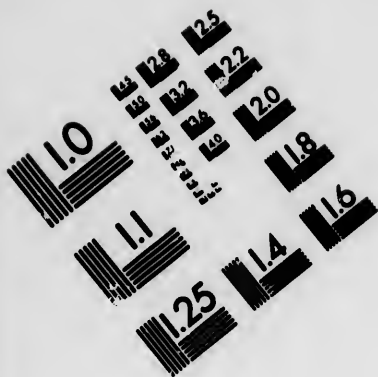
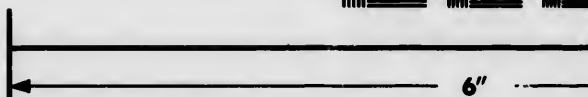
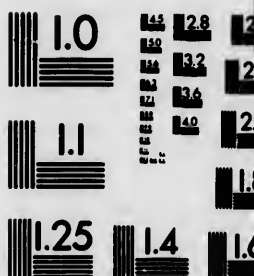
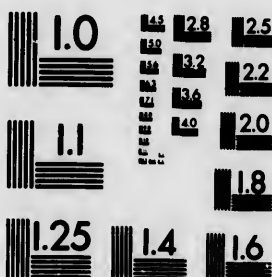
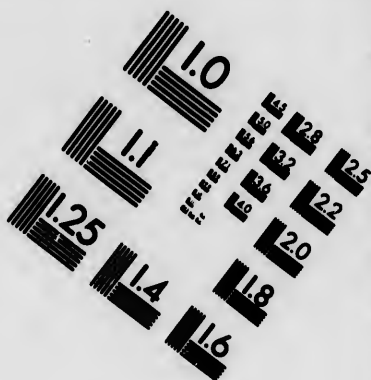


IMAGE EVALUATION TEST TARGET (M)



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Sciences
Corporation

IMAGE EVALUATION TEST TARGET (MT-3)



6"

Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14590
(716) 872-4503

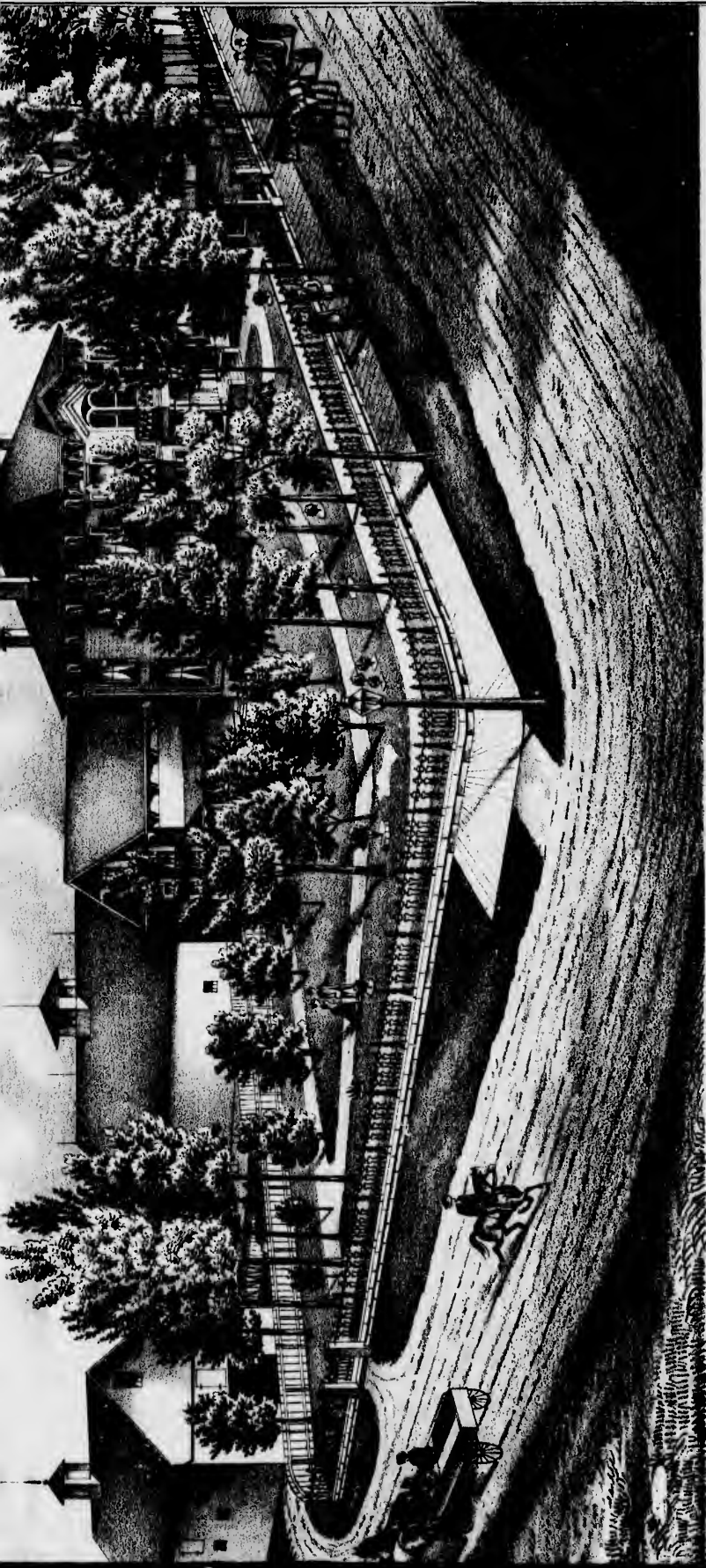


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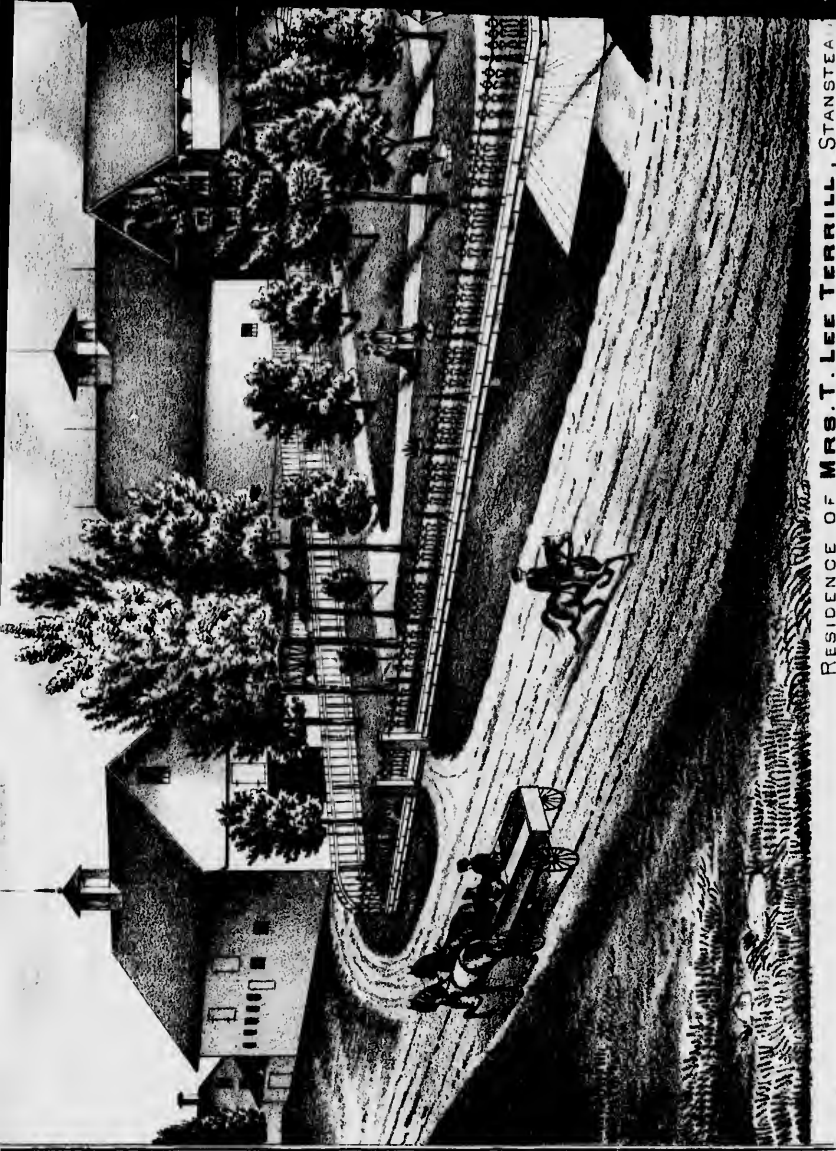






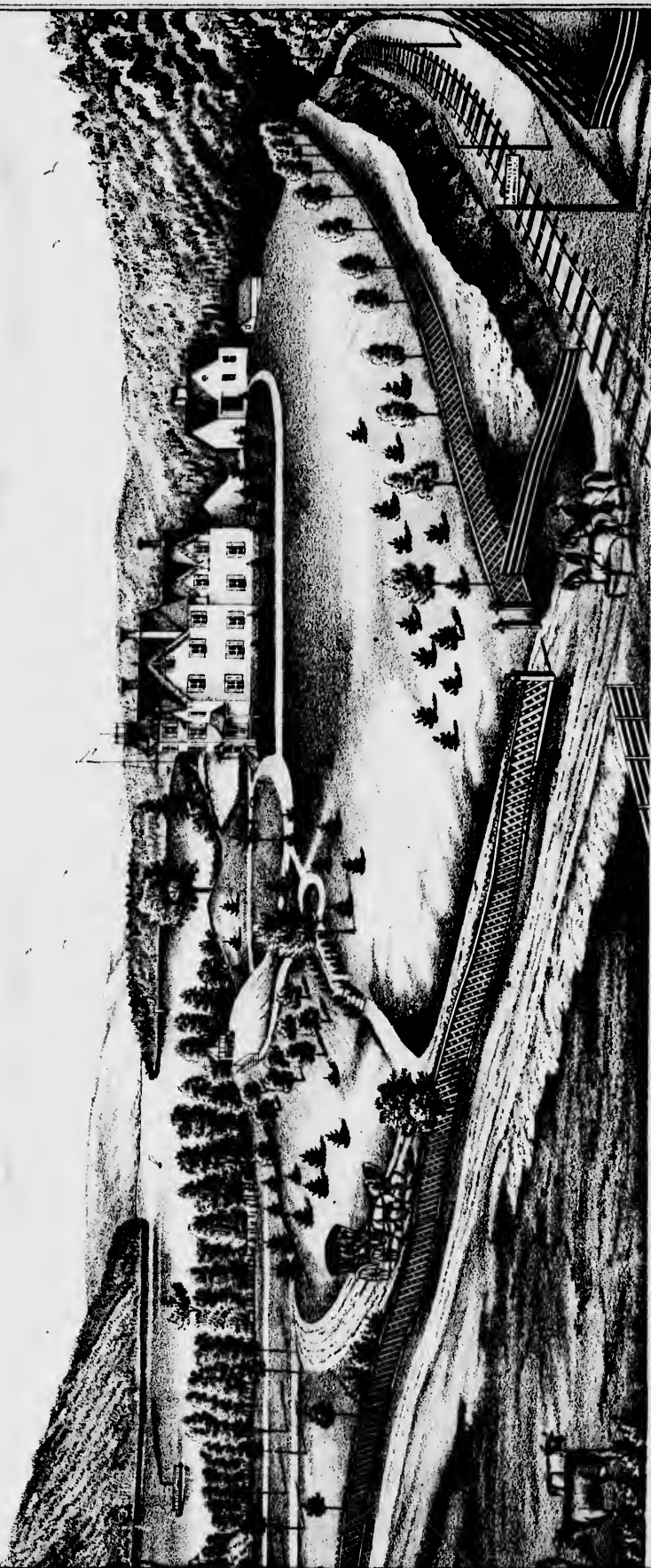
RESIDENCE OF MRS. T. LEE TERRILL, STANSTEAD VILLAGE, STANSTEAD CO. P. Q.



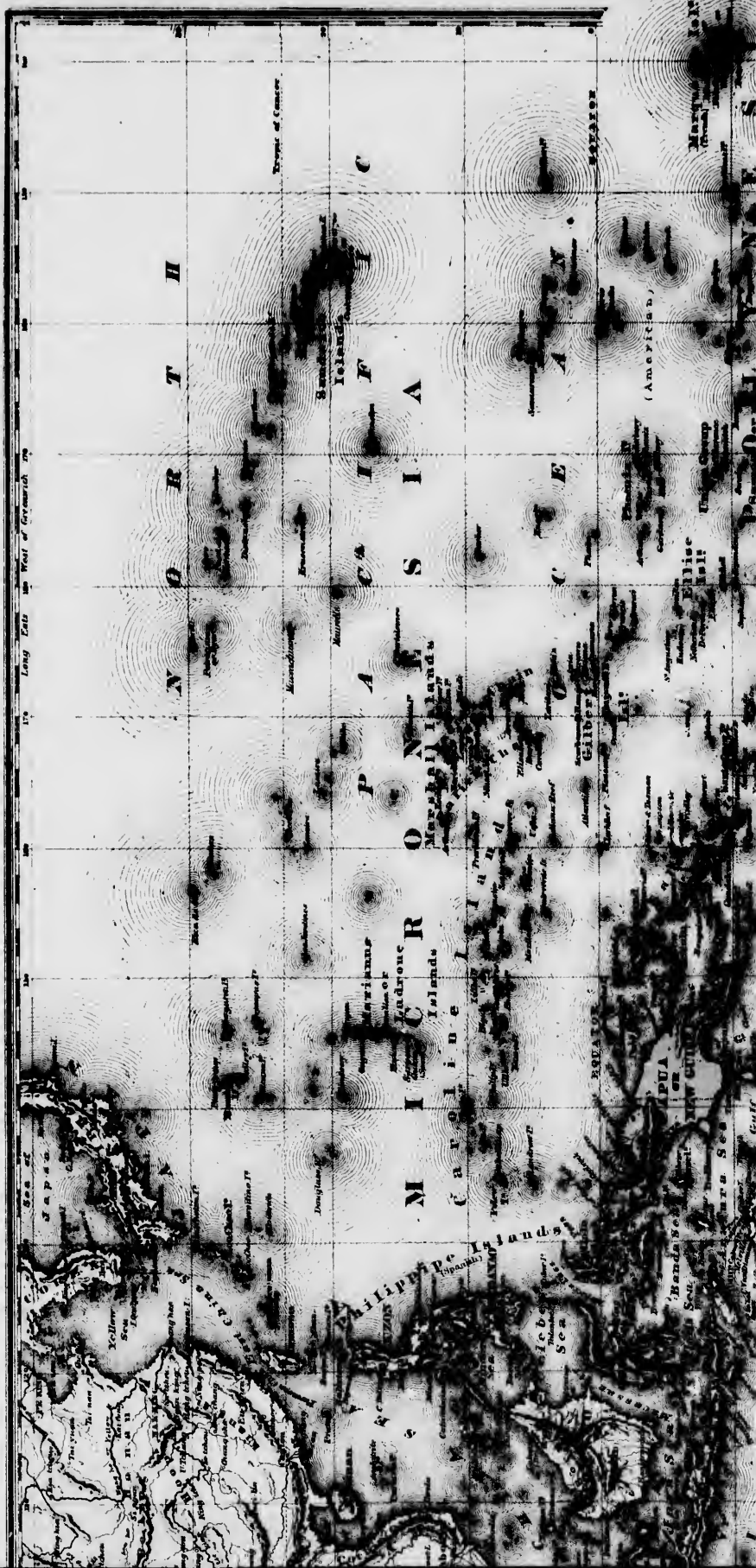


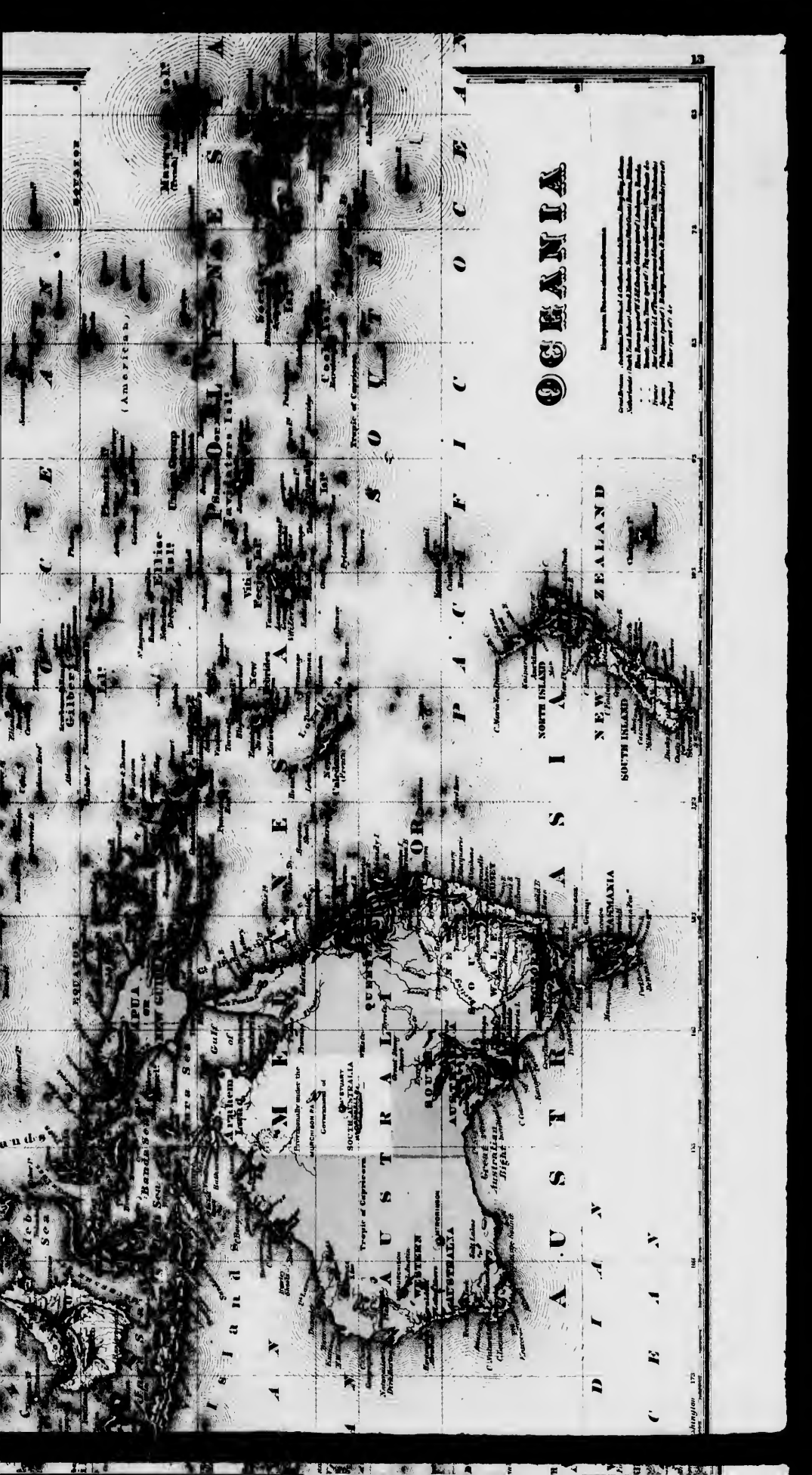
RESIDENCE OF MRS. T. LEE TERRILL, STANSTEAD





"FERNCLIFF" THE RESIDENCE OF W. G. MURRAY, ESQ., MASSAWIPPI, STANSTEAD CO., QUEBEC.





PACIFIC OCEAN

Geographical Names in the Pacific Ocean
The Pacific Ocean is the largest of the world's oceans, covering more than one-third of the Earth's surface. It is bounded by the Americas to the west, Europe and Africa to the east, and Asia and Australia to the south. The ocean is home to a vast array of marine life, including whales, dolphins, and a wide variety of fish. It is also a major source of food and resources for the world's population. The Pacific Ocean is a complex and dynamic environment, with a rich history of exploration and discovery. It is a testament to the resilience and adaptability of life on Earth.

NEW ZEALAND

NEW ZEALAND is a country in the southwestern Pacific Ocean. It consists of two main islands, the North Island and the South Island, and several smaller islands. The country is known for its stunning natural beauty, including its rugged coastline, snow-capped mountains, and lush forests. It is also a major center for agriculture and tourism. New Zealand is a member of the Commonwealth of Nations and the Organisation for Economic Co-operation and Development (OECD).

AUSTRALIA

AUSTRALIA is a country in the southern hemisphere, located in the Pacific Ocean. It is the sixth largest country in the world by area, and is known for its diverse landscape, including its vast outback, coastal cities, and unique wildlife. Australia is a member of the Commonwealth of Nations and the Organisation for Economic Co-operation and Development (OECD).

ASIA

ASIA is a continent in the Eastern Hemisphere, located in the Pacific Ocean. It is the largest continent in the world by area, and is home to a vast population of people. Asia is a diverse and dynamic region, with a rich history and a wide variety of cultures and languages. It is a major center for trade and commerce, and is a member of the Organisation for Economic Co-operation and Development (OECD).

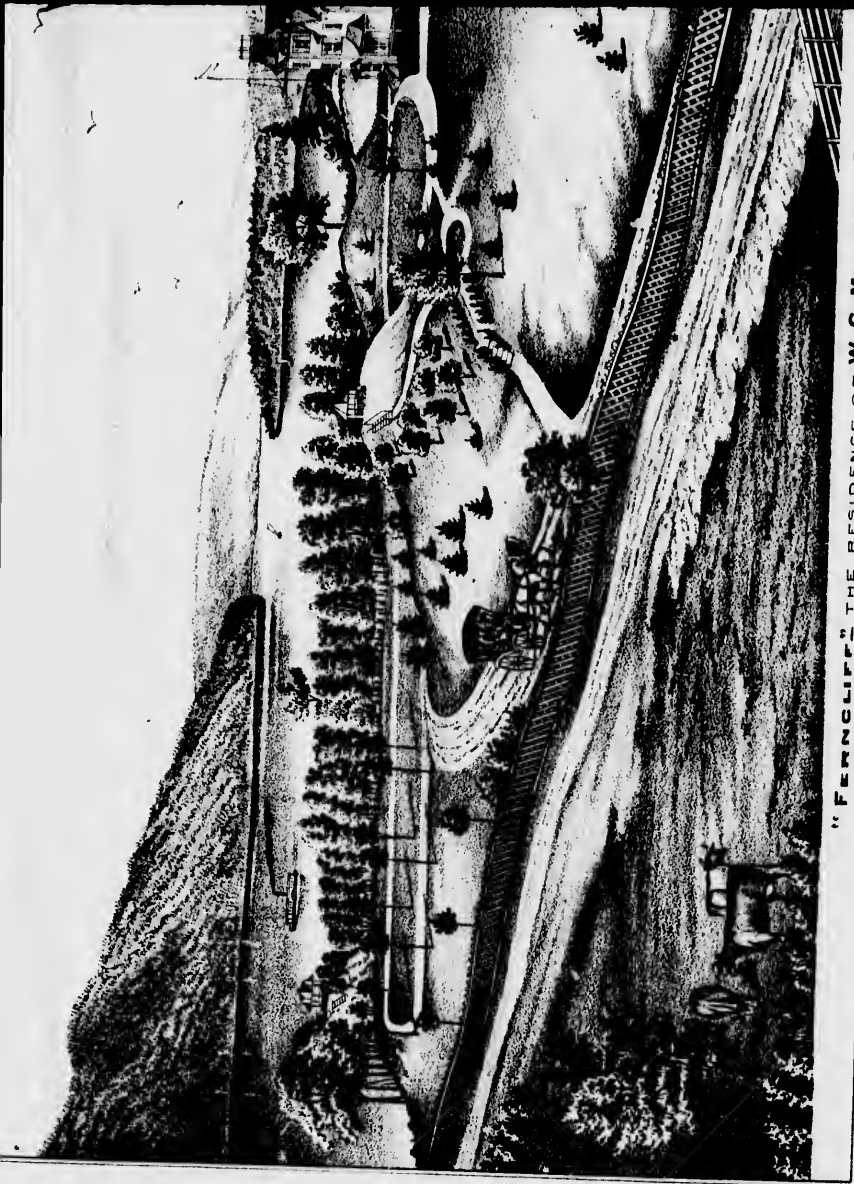
AFRICA

AFRICA is a continent in the Western Hemisphere, located in the Pacific Ocean. It is the second largest continent in the world by area, and is home to a vast population of people. Africa is a diverse and dynamic region, with a rich history and a wide variety of cultures and languages. It is a major center for trade and commerce, and is a member of the Organisation for Economic Co-operation and Development (OECD).

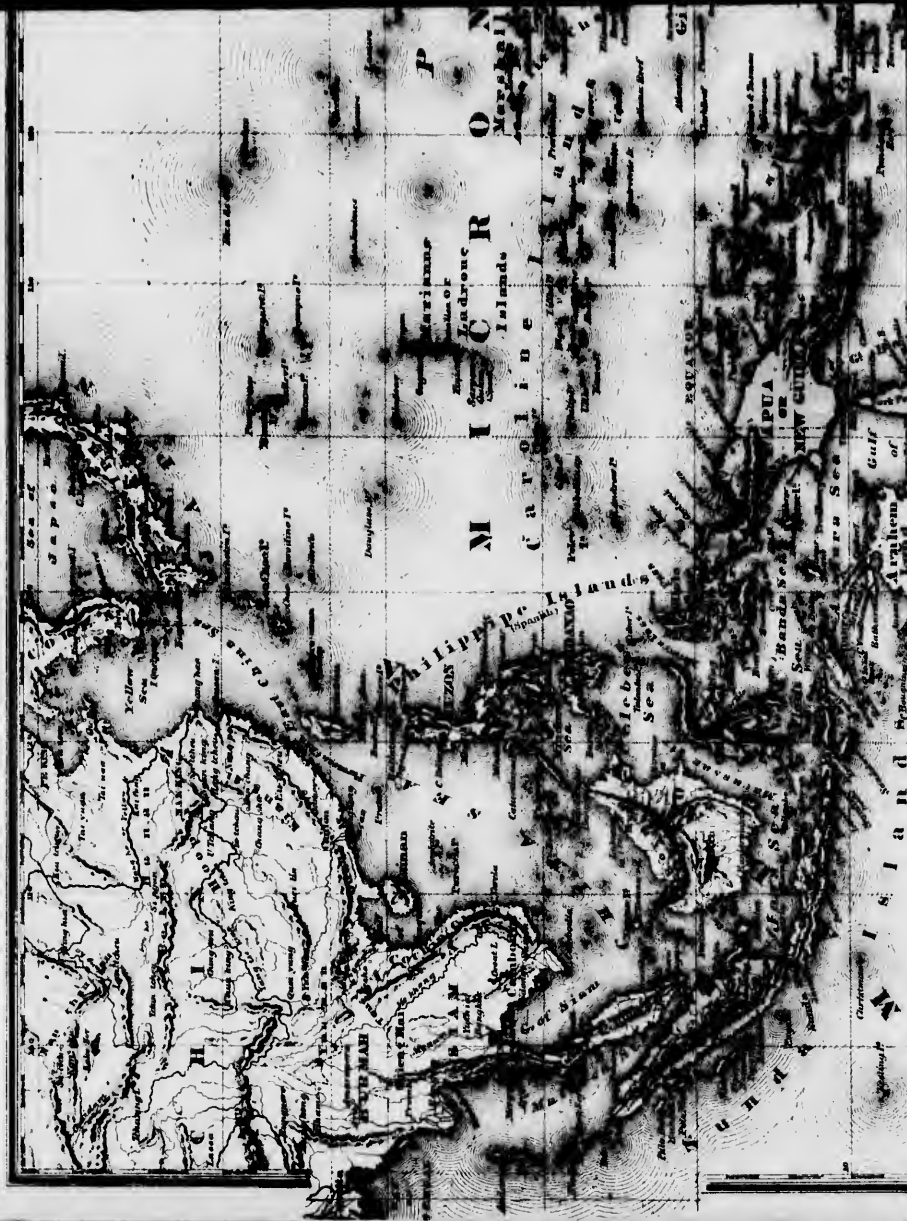
AMERICA

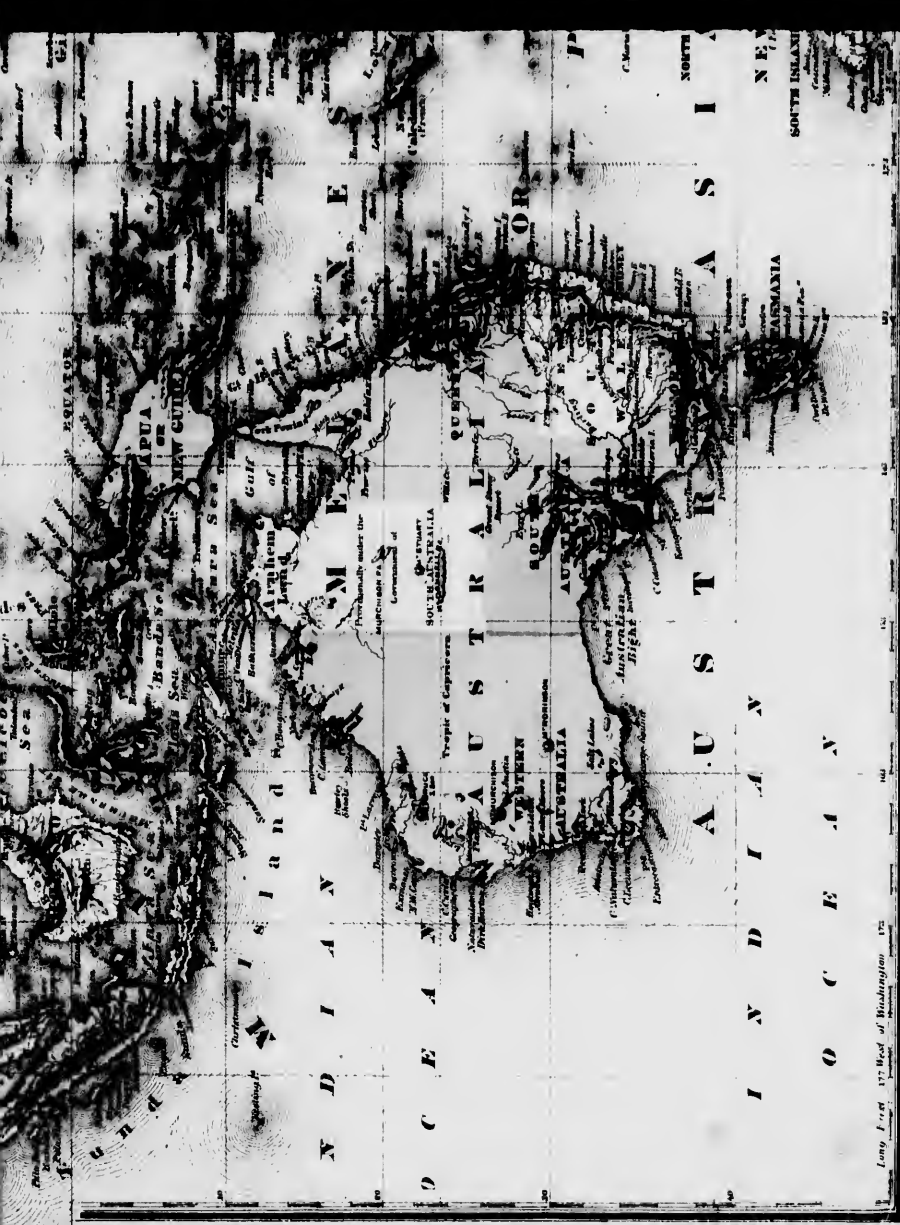
AMERICA is a continent in the Western Hemisphere, located in the Pacific Ocean. It is the third largest continent in the world by area, and is home to a vast population of people. America is a diverse and dynamic region, with a rich history and a wide variety of cultures and languages. It is a major center for trade and commerce, and is a member of the Organisation for Economic Co-operation and Development (OECD).





"FERNCLIFF" THE RESIDENCE OF W. G. MURRAY, ESQ., MASS.









10. Language from Washington, D.C.

SOUTH AMERICA

000498

Handwritten address: 1000 14th St NW
Washington, DC 20005

Author's Note:

N O R T H
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O C E A N

SENATOR

GROUP OF CAPRICORN

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O C E A N

TALENTED TEACHERS

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180015 DE APRIL 1944

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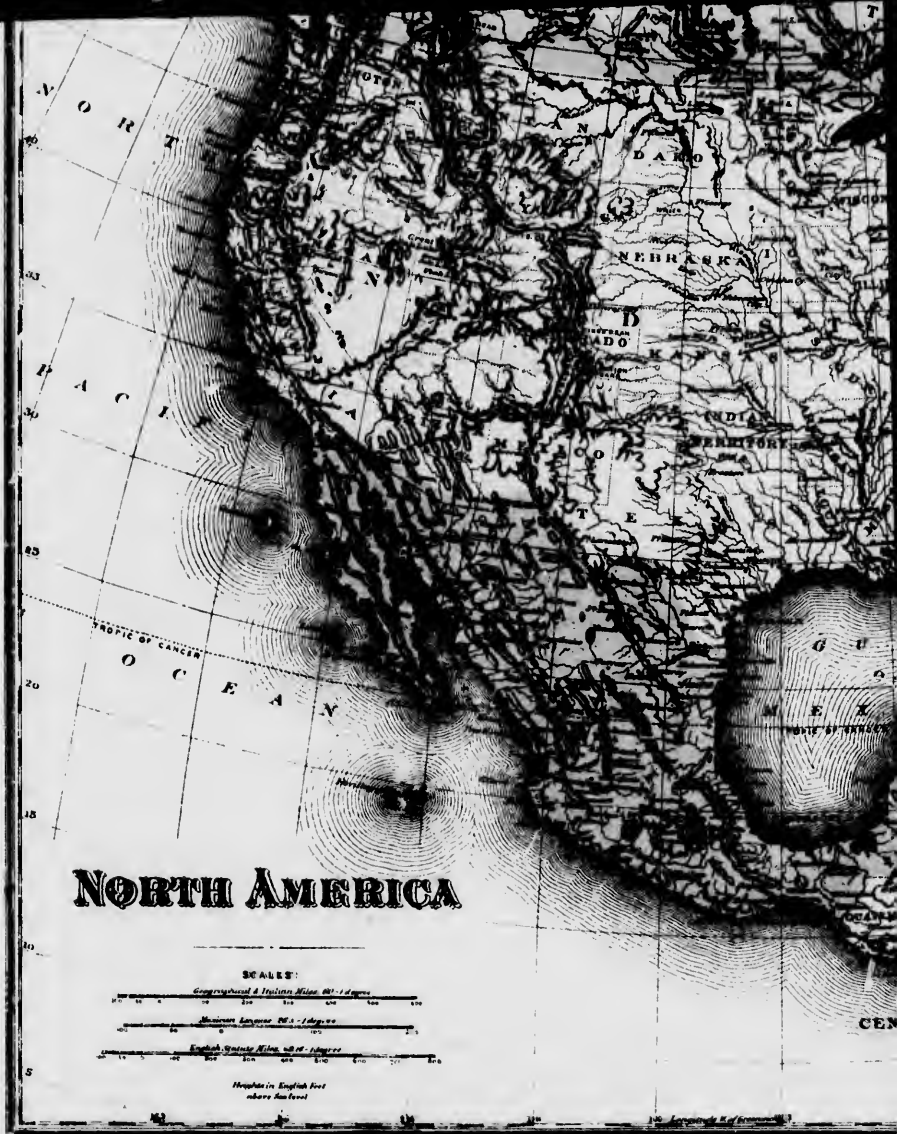






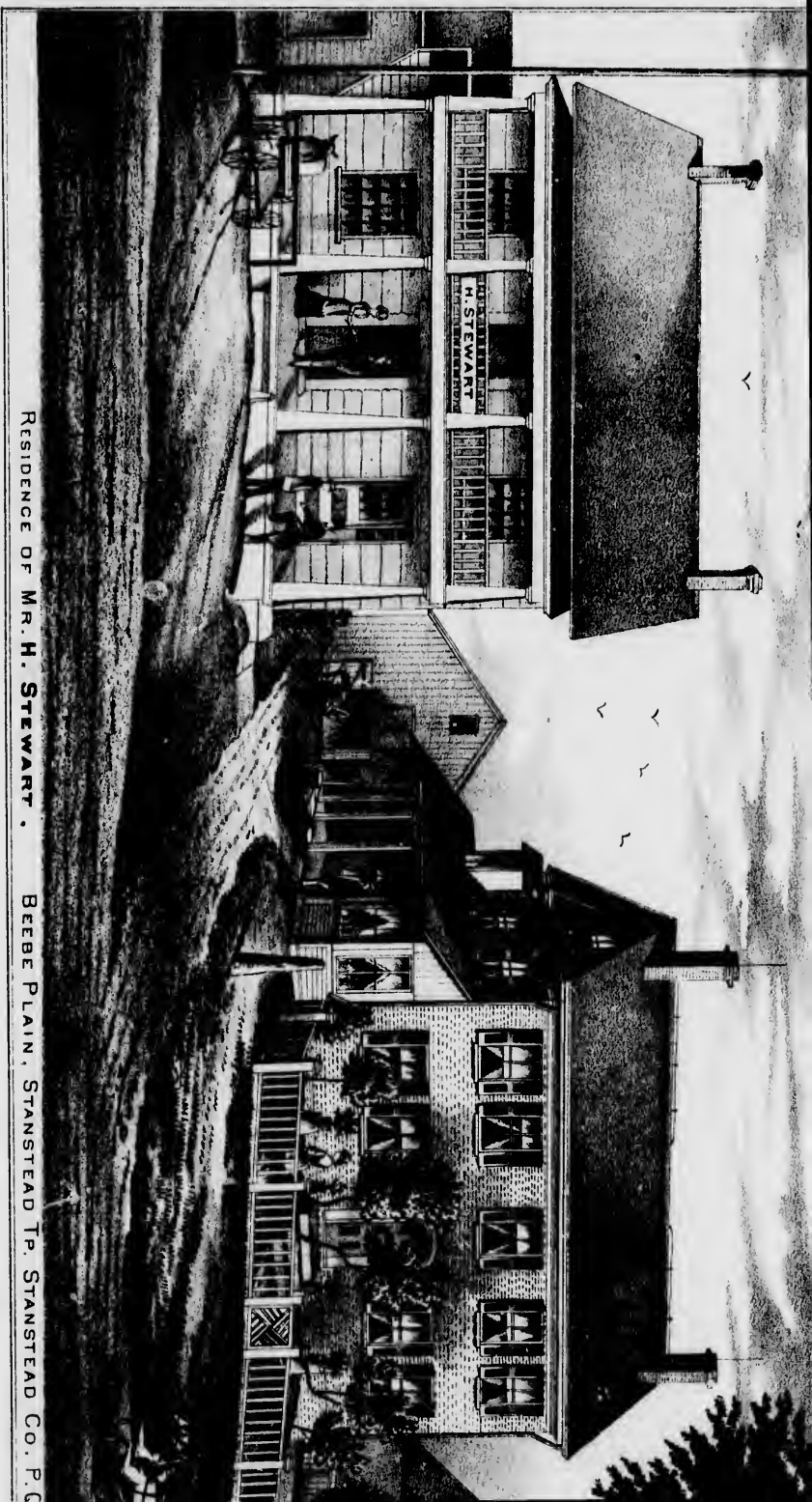












RESIDENCE OF MR. H. STEWART.

BEEBE PLAIN, STANSTEAD T^p. STANSTEAD CO. P. C.





RT . BEEBE PLAIN, STANSTEAD TP. STANSTEAD CO. P. Q.

Co. P. Q.







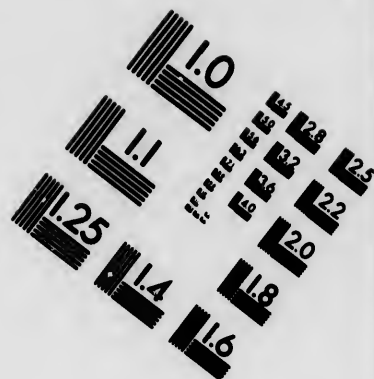
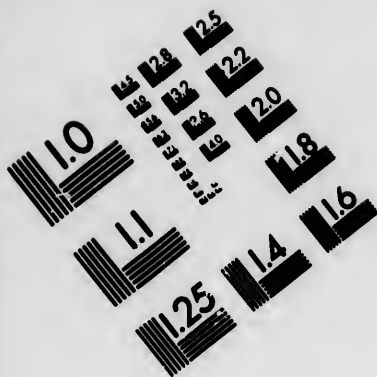
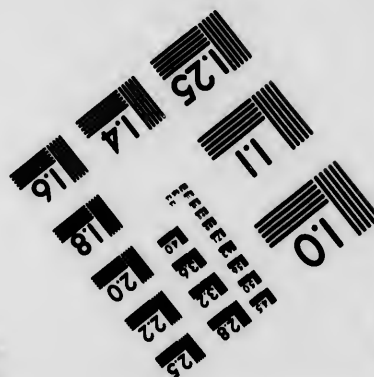
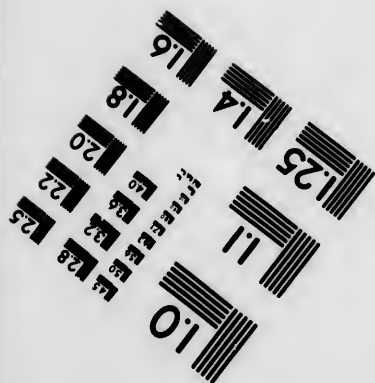
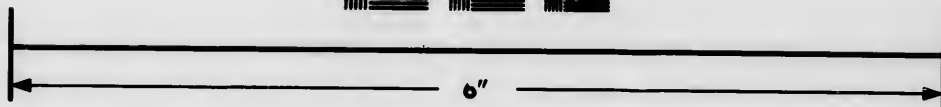
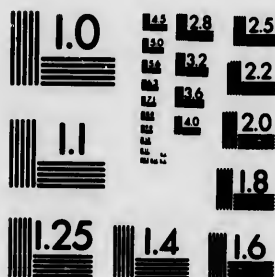


IMAGE EVALUATION TEST TARGET (MT-3)

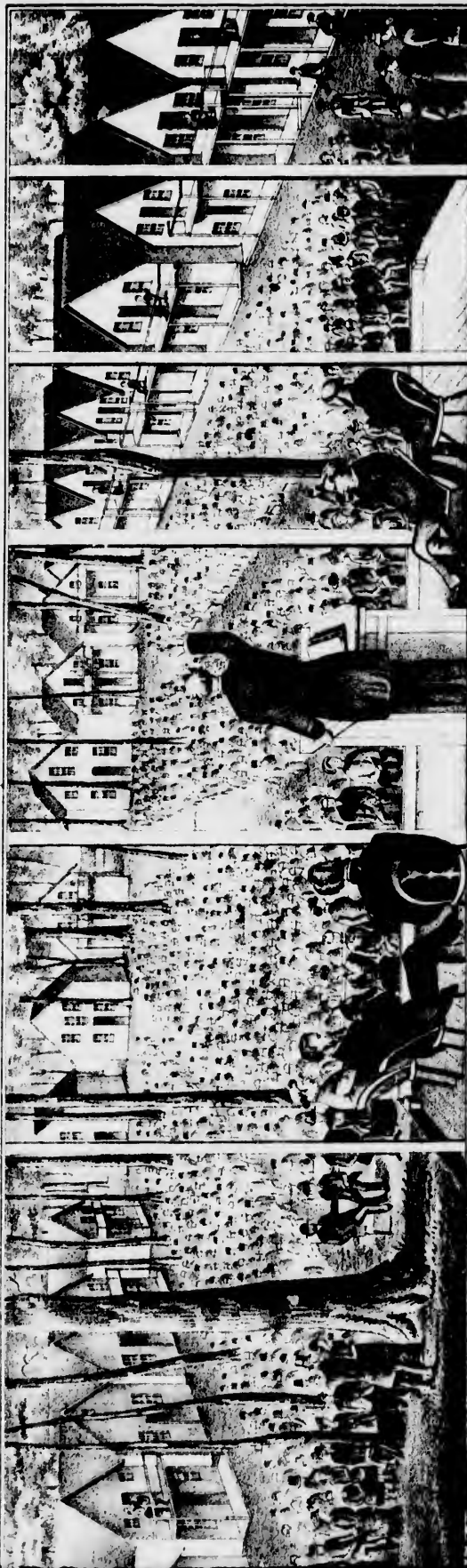


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WEBSTER, N.Y. 14580
(716) 872-4502

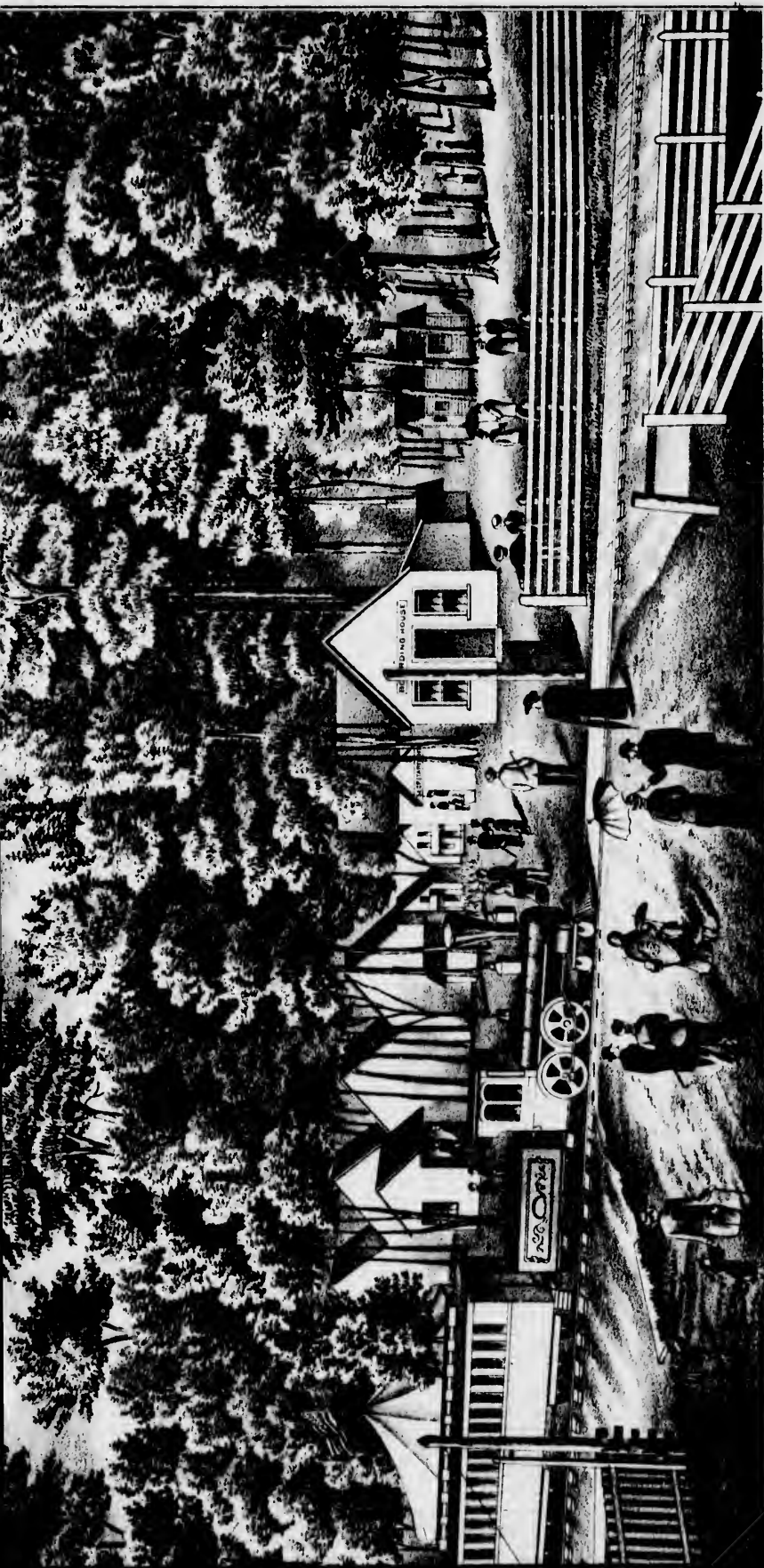
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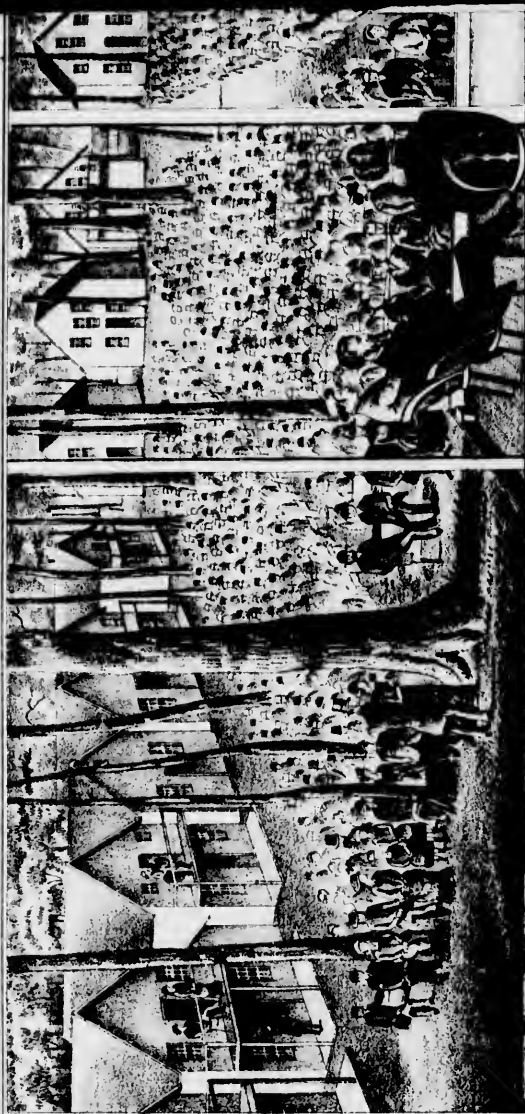


INTERIOR VIEW



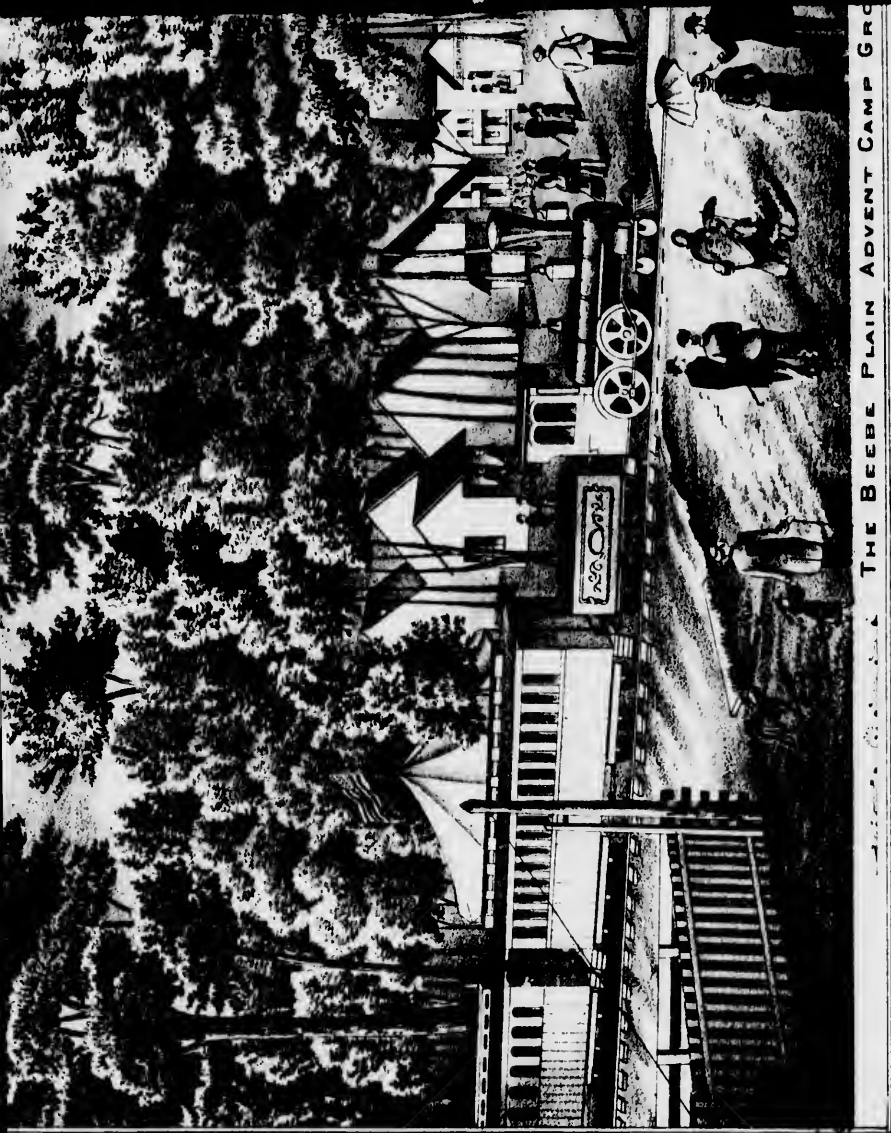


THE BEEBE PLAIN ADVENT CAMP GROUNDS - INSTITUTED, 1874 INCORPORATED, 1875.



INTERIOR VIEW





THE BEEBE PLAIN ADVENT CAMP GRO



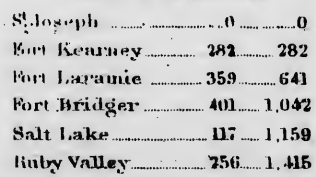








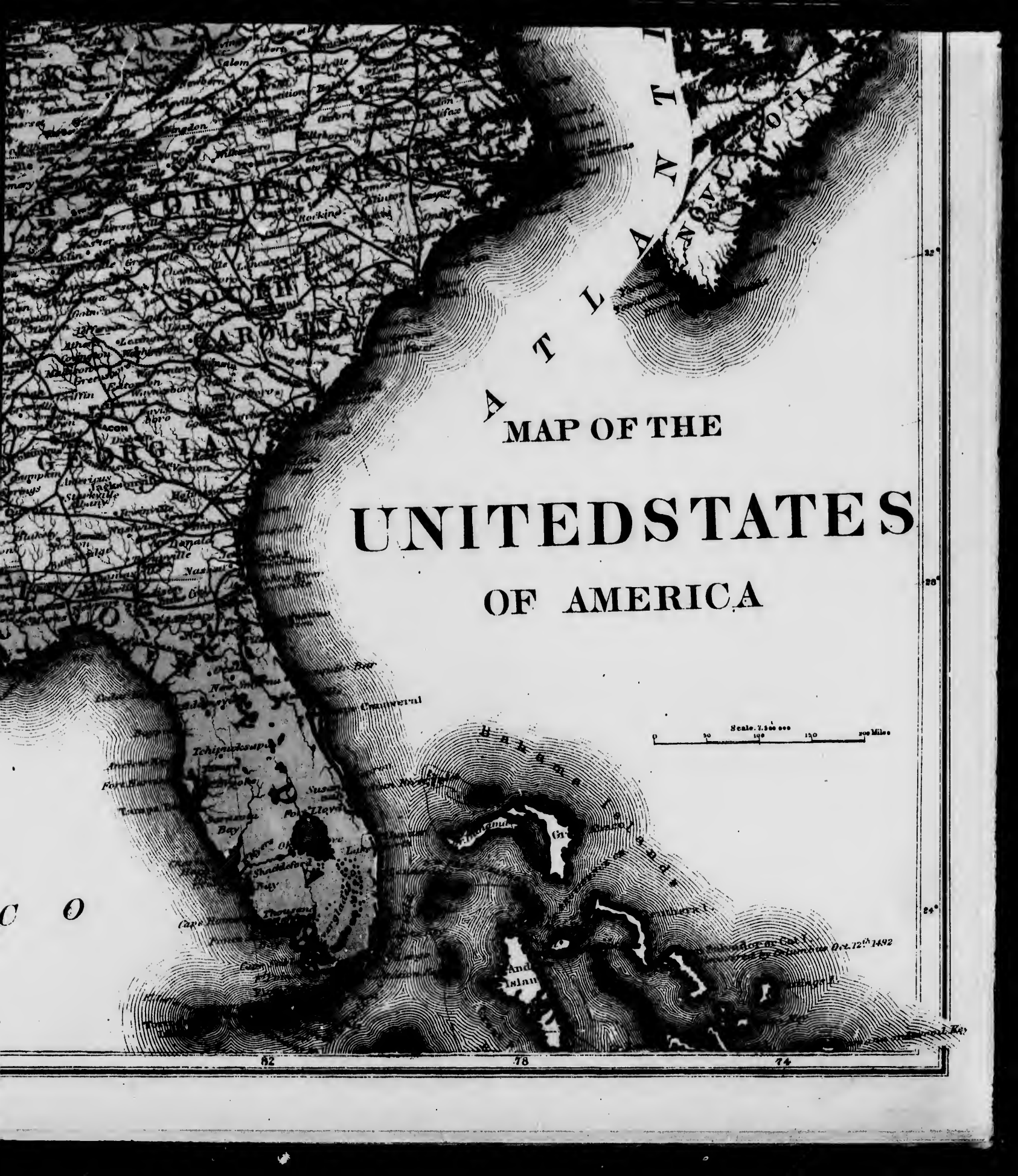








G U L F O F M E X I C O



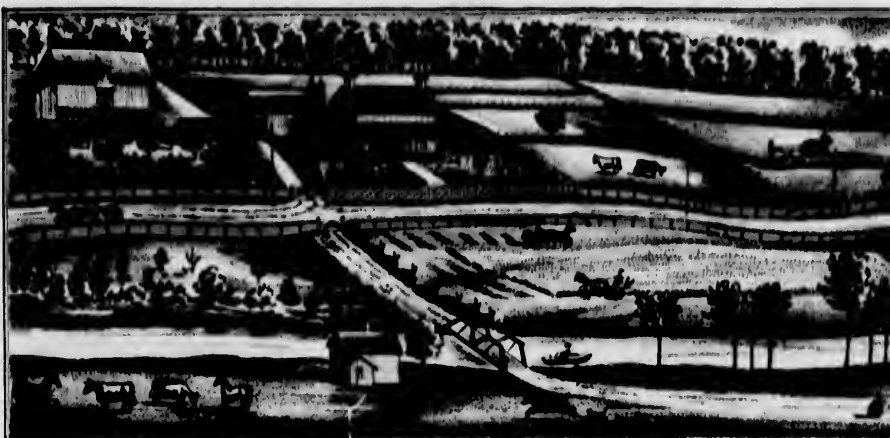
A
MAP OF THE

UNITED STATES OF AMERICA

Scale 7.500 000
0 50 100 150 200 Miles

Copyright by G. W. Colver & Co. 1892
Revised by G. W. Colver & Co. Dec. 12th 1892





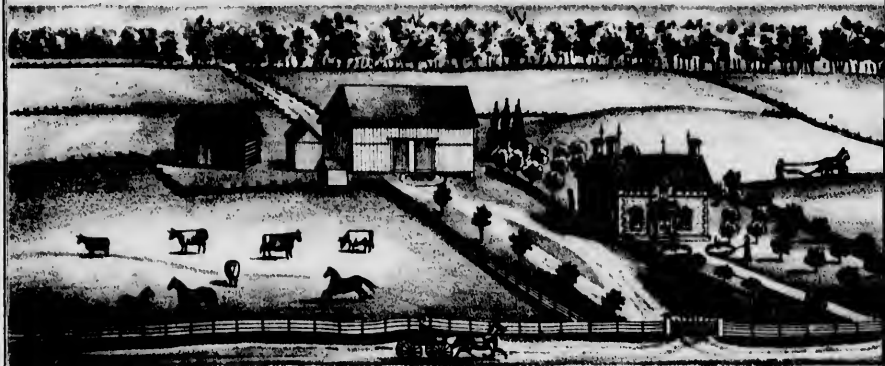
R. B. CLEMENT'S BLUE SPRING FARM-3 MILES EAST OF



CHESLEY MILLS, RAMAGE & VEITCH PROP^{rs} CHESLEY, BRUCE CO.



FOUND MANUFACTURER



HOME OF JOHN WARD, CON 12, LOT 30, BRANT TP. BRUCE CO.



RES. OF GEO. LEASK, CON 15, LOT 1, GREENOCK TP. BRUCE COUNTY

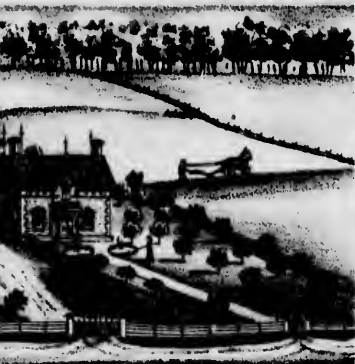




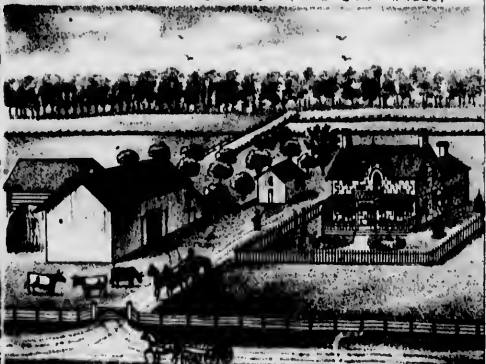
BRING FARM-3 MILES EAST OF WALKERTON, BRUCE CO. ONT



BRUCE CO. FOUNDRY OF WILLIAM ELLIOT, CHESLEY, ONT. MANUFACTURER OF ELLIOT'S DIRECT ACTION MILLSTONE GEAR AND SMUT MILLS.



BRANT TR. BRUCE CO.



RES OF WILLIAM C. FURMAN, CON2, LOT 24, BENTINCK TR. GREY CO.



UNTY.



CHESLEY MILLS, RAMAGE & VEITCH PROP^{RS} CHESLEY, BRUCE CO.

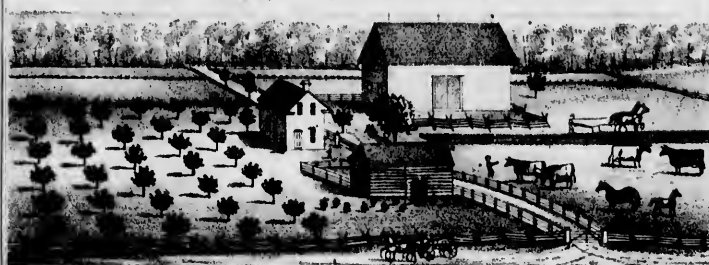
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MANUFACTU



HOME OF JOHN WARD, CON 12, LOT 30, BRANT TP. BRUCE CO.



RES. OF GEO. LEASK, CON 15, LOT 1, GREENOCK TP. BRUCE COUNTY



RES OF JNO. KING, CON 10, LOT 13, CULROSS TP, BRUCE COUNTY. ONT



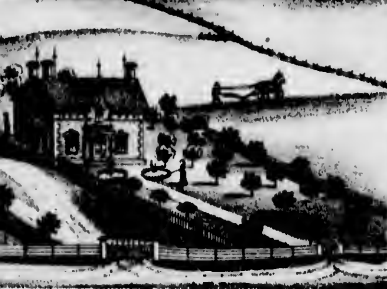
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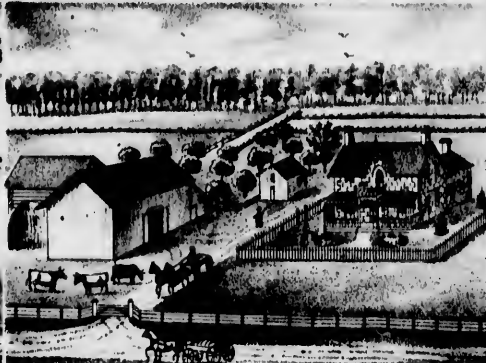
BRUCE CO.



FOUNDRY OF **WILLIAM ELLIOT**, CHEBLEY, ONT.
MANUFACTURER OF ELLIOT'S DIRECT ACTION MILLSTONE GEAR AND SMUT MILLS.



30, BRANT TP. BRUCE CO.



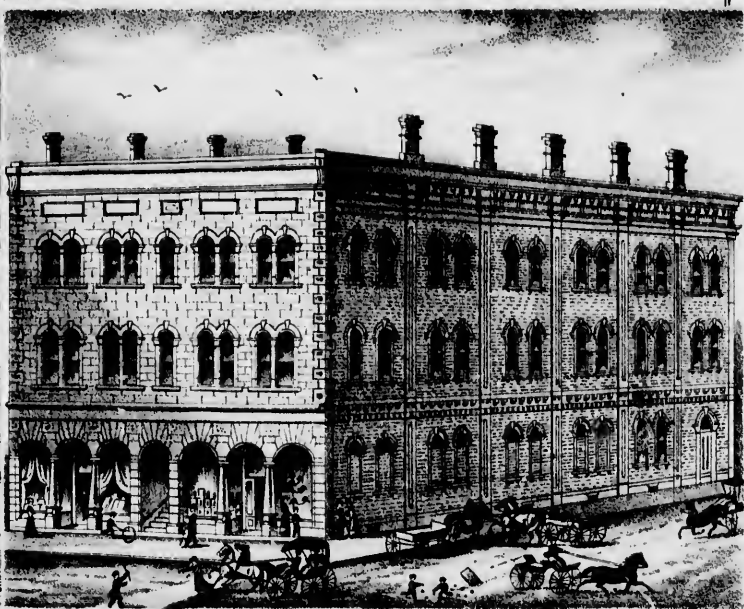
RES. OF **WILLIAM C. FURMAN**, CON 2, LOT 24, BENTING TP. GREY CO.



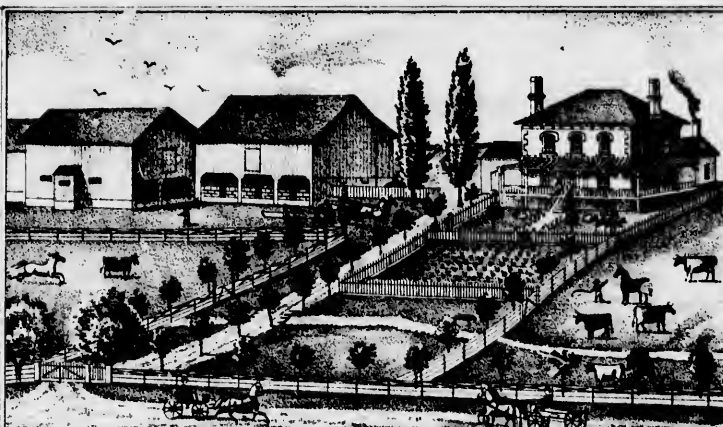
COUNTY



COUNTY, ONT



RUBY & HILKER. GENERAL STORE, PORT ELGIN, ONT.



RES OF **WM ESPLAN**, CON4, LOT5, ARRAN FR BRUCE CO., ONT



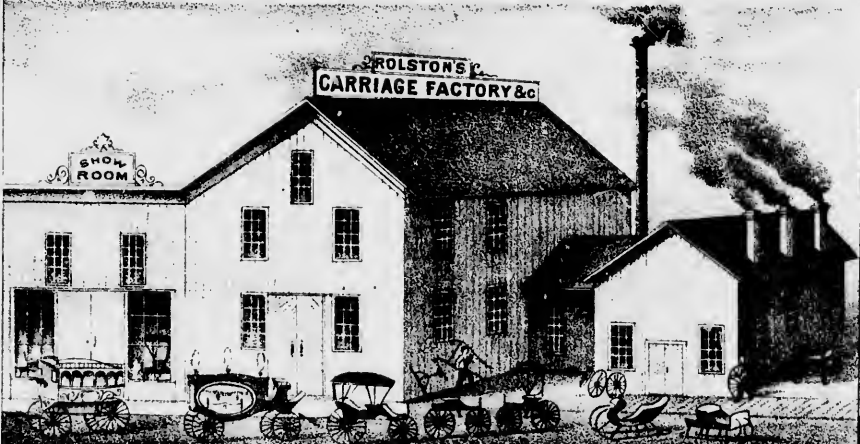
RES OF



RES OF **DR PATERSON**, TIVERTON, BRUCE CO., ONT



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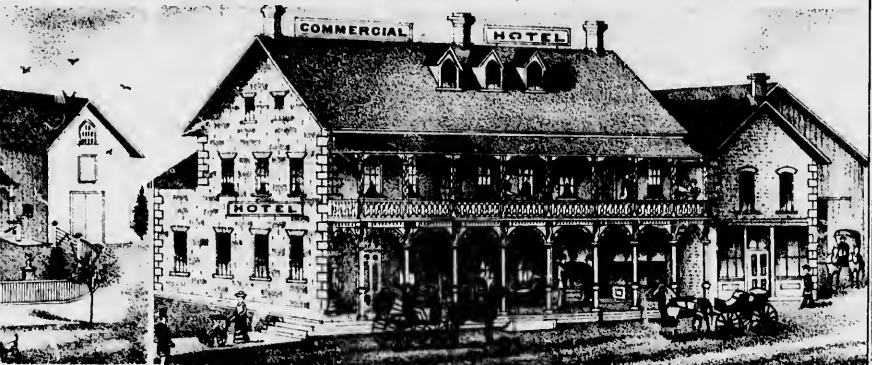
CARRIAGE WORKS AND RESIDENCE OF **JOHN ROLSTON**





E. CO., ONT.

HIS OF **WM. GRANGE, CONT, LOT II, ARRAN TP BRUCE CO. ONT**

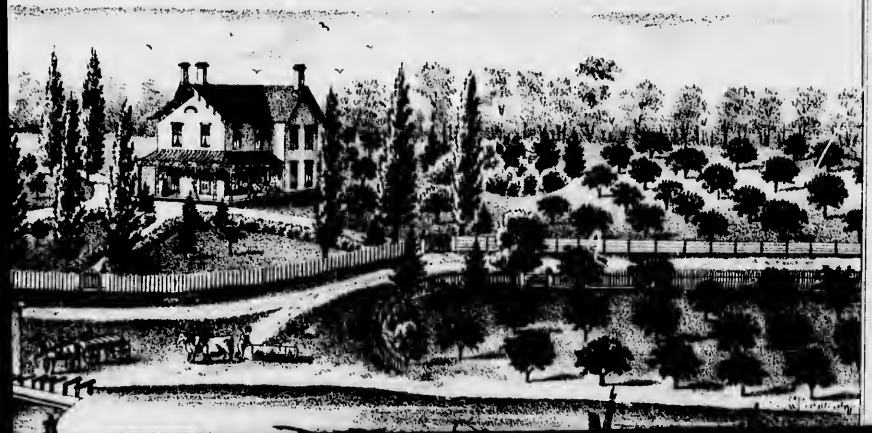


CO., ONT.

COMMERCIAL HOTEL, E. SALYERDS, PROP., MILDWAY, ONT.



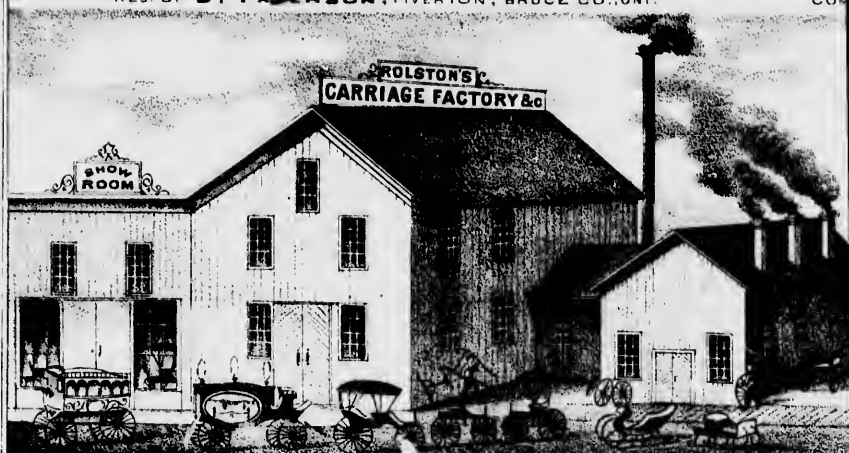
DENCE OF **JOHN ROLSTON, WALKERTON, ONT.**



RESIDENCE OF MRS J. BUTTERS, STANSTEAD PLAIN, STANSTEAD CO, P.Q.







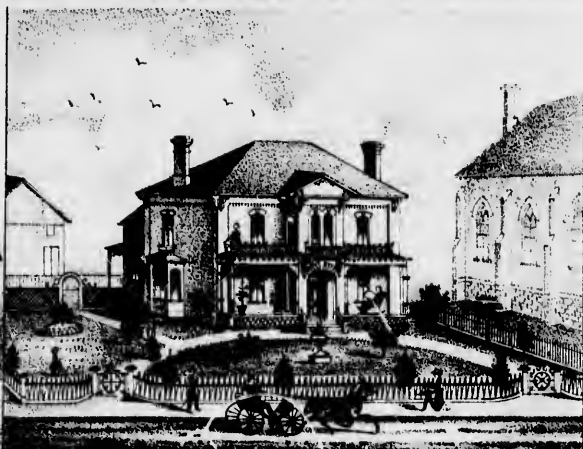
CARRIAGE WORKS AND RESIDENCE OF **JOHN ROLSTON**



MILLS AND RESIDENCE OF **ANDREW McLEAN, CON 14**
FARM CONTAINING 300 ACRES

CO., ONT.

COMMERCIAL HOTEL, E. SALYERDS, PROP. MILD MAY, ONT.



RESIDENCE OF JOHN ROLSTON, WALKERTON, ONT.

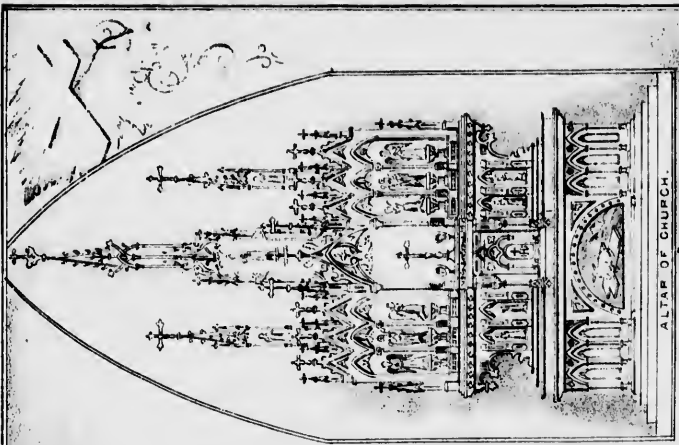


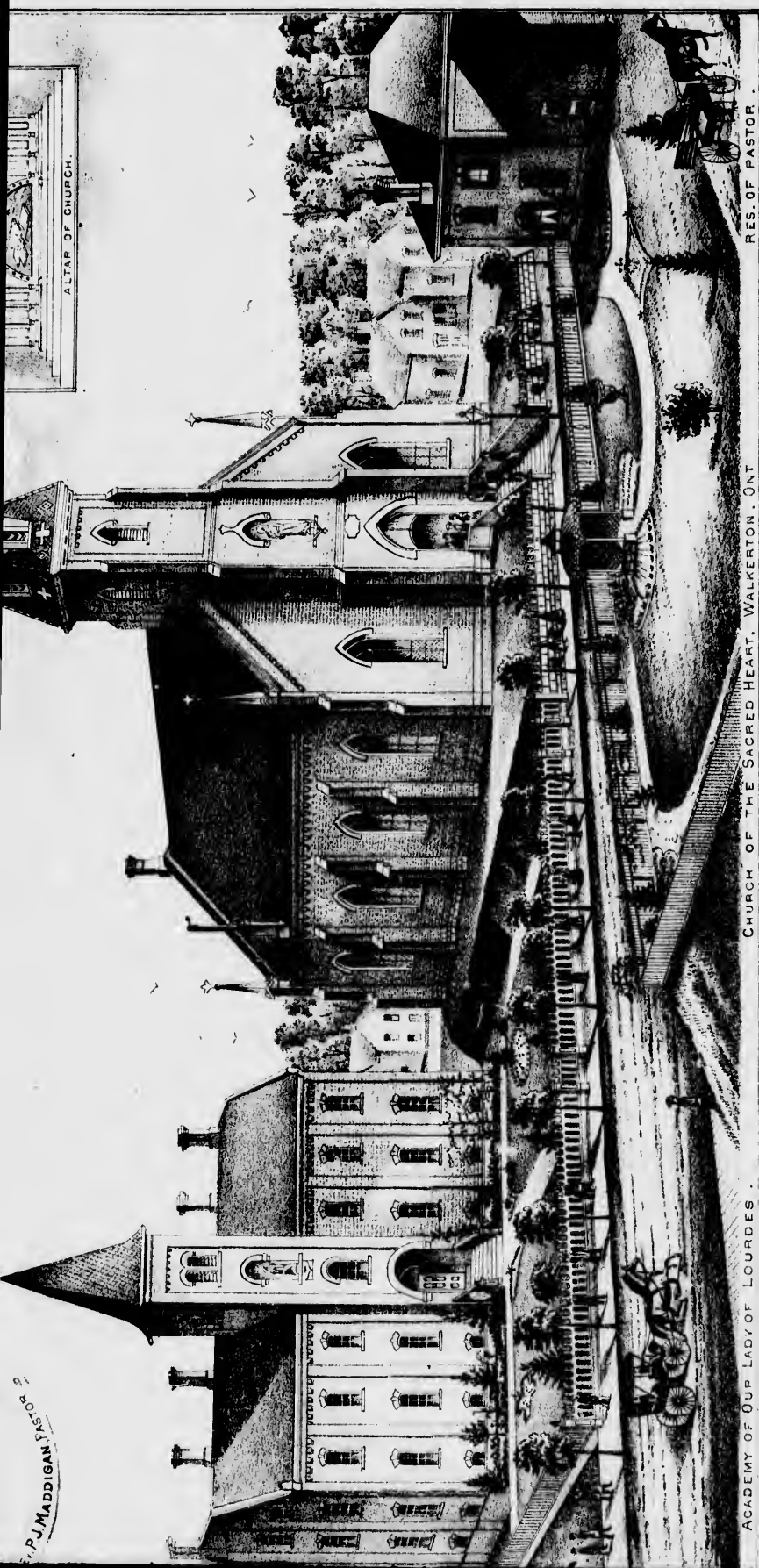
NEW McLEAN, CON 14 LOTS 18, 20 & 21, CULROSS TP BRUCE CO. ONT.
FARM CONTAINING 300 ACRES



STANSTEAD PLAIN, STANSTEAD CO, P.O.







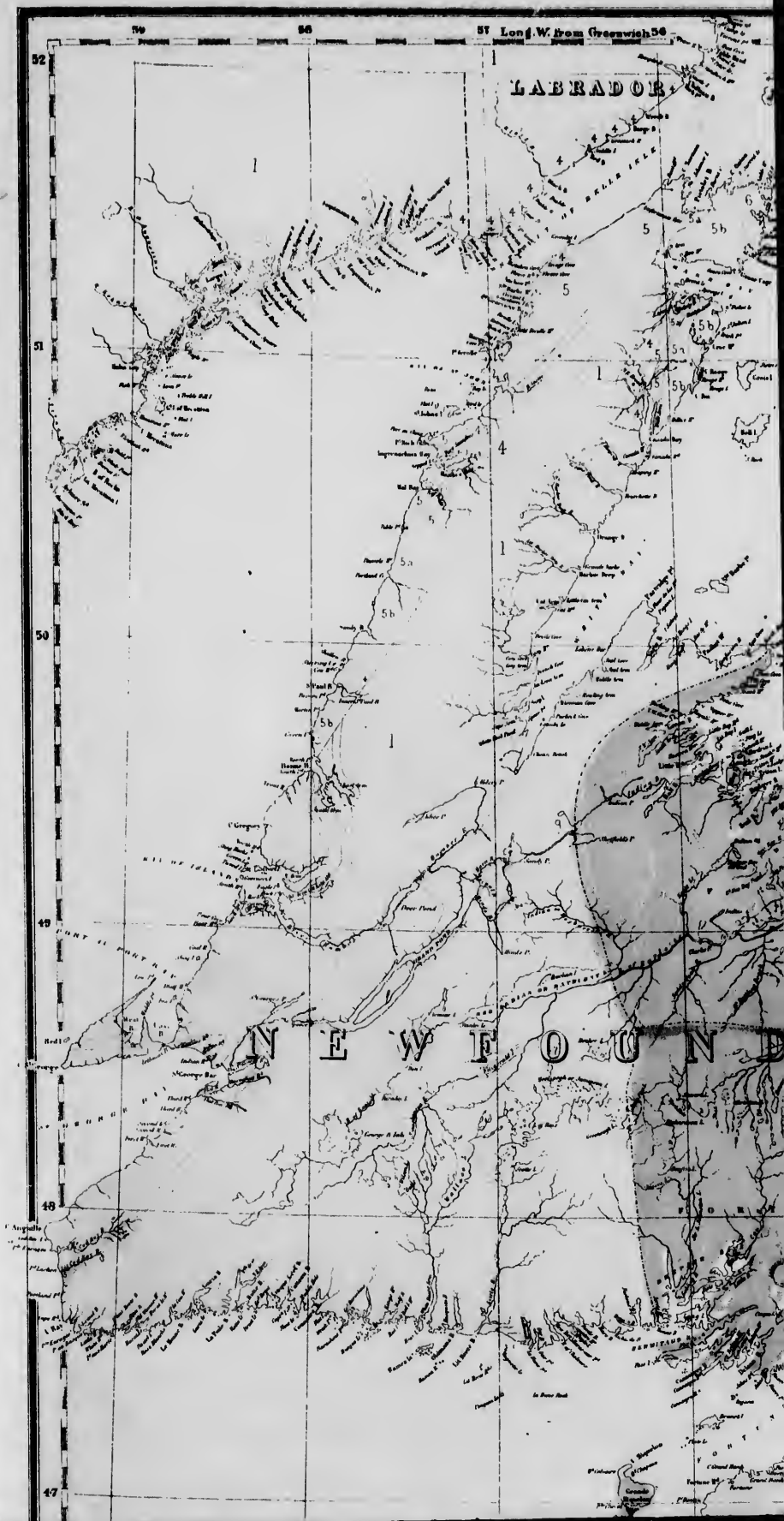
P. J. MADDIGAN, PASTOR

ALTAR OF CHURCH.

ACADEMY OF OUR LADY OF LOURDES.

CHURCH OF THE SACRED HEART, WALKERTON, ONT.

RES. OF PASTOR.



W. from Greenwich 36

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LABRADOR

MAP OF NEWFOUNDLAND

FROM THE
Geological Map of Canada

O U N D L A N D

F O R M E R A

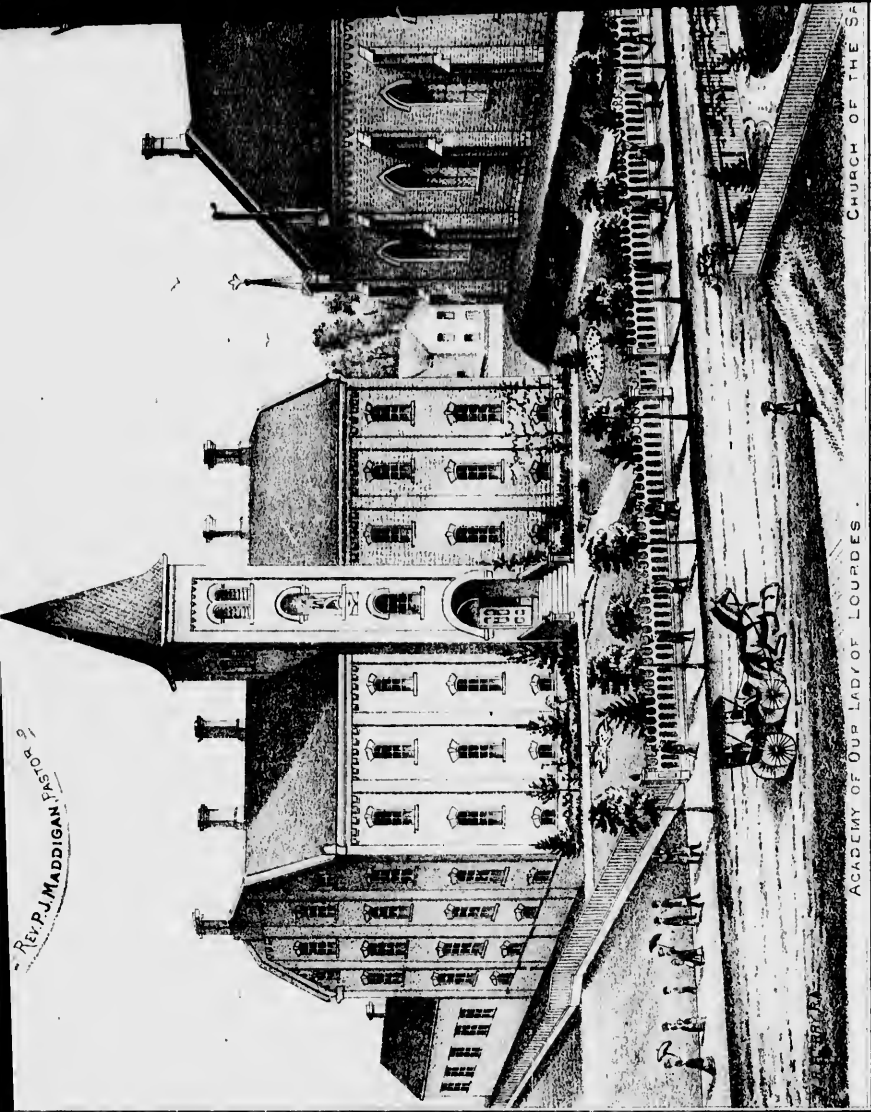
BRITISH

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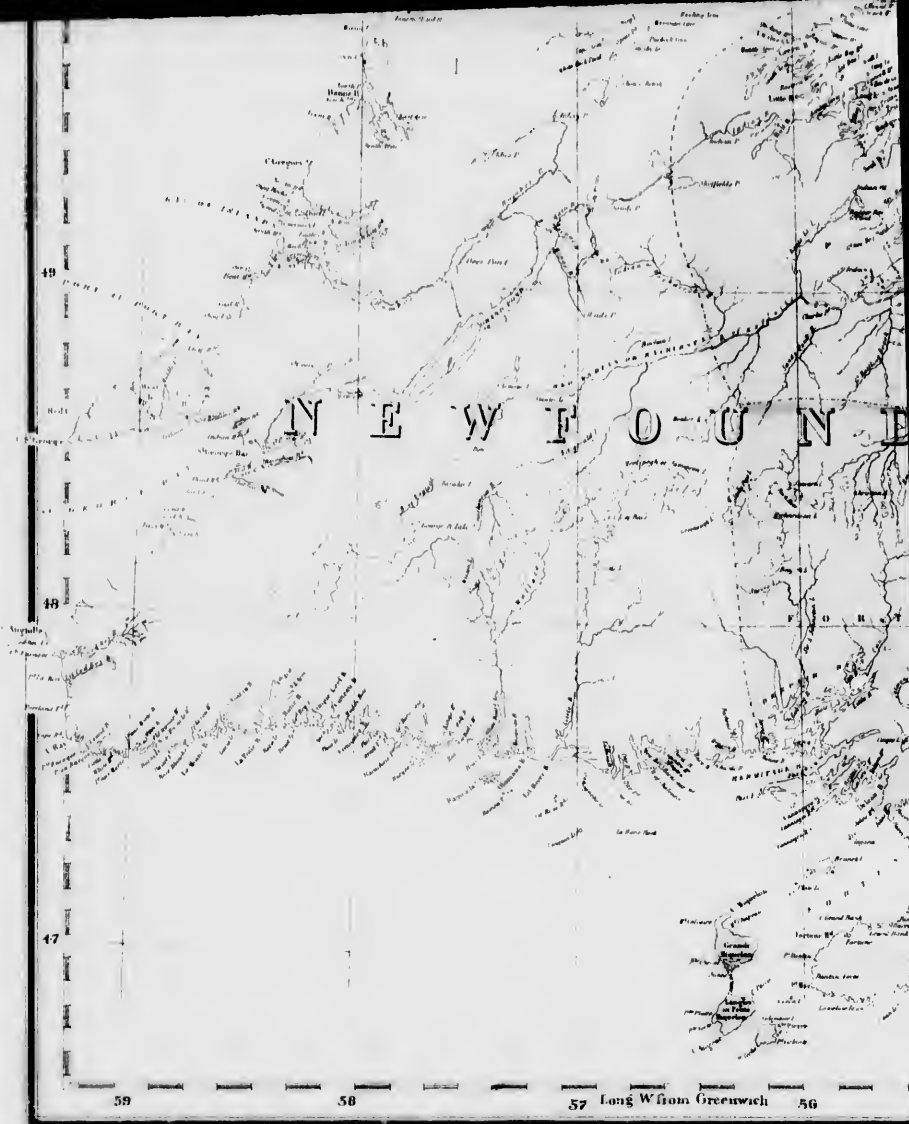


Rev. P. J. MADDIGAN, Pastor.



ACADEMY OF OUR LADY OF LOURDES.

CHURCH OF THE HOLY TRINITY.



OUND E A N D

W from Greenwich

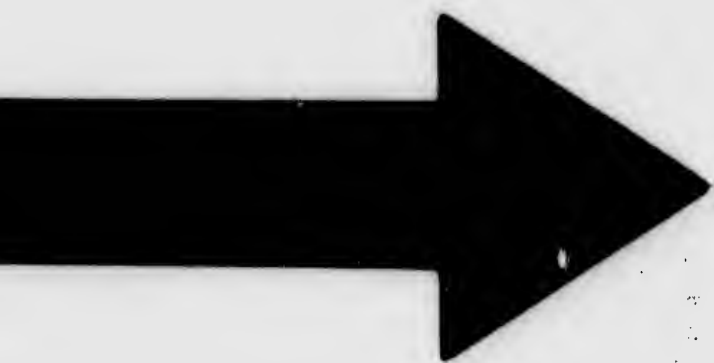
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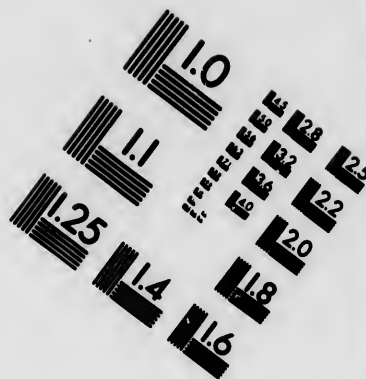
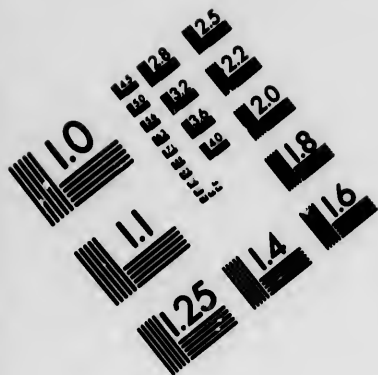
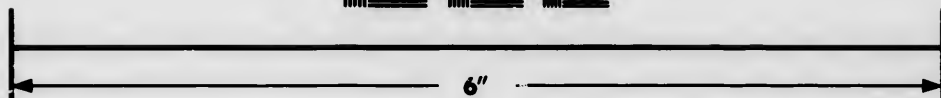
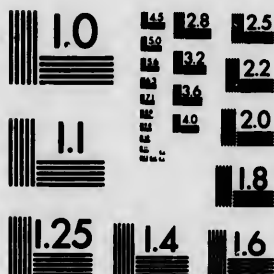


IMAGE EVALUATION TEST TARGET (MT-3)

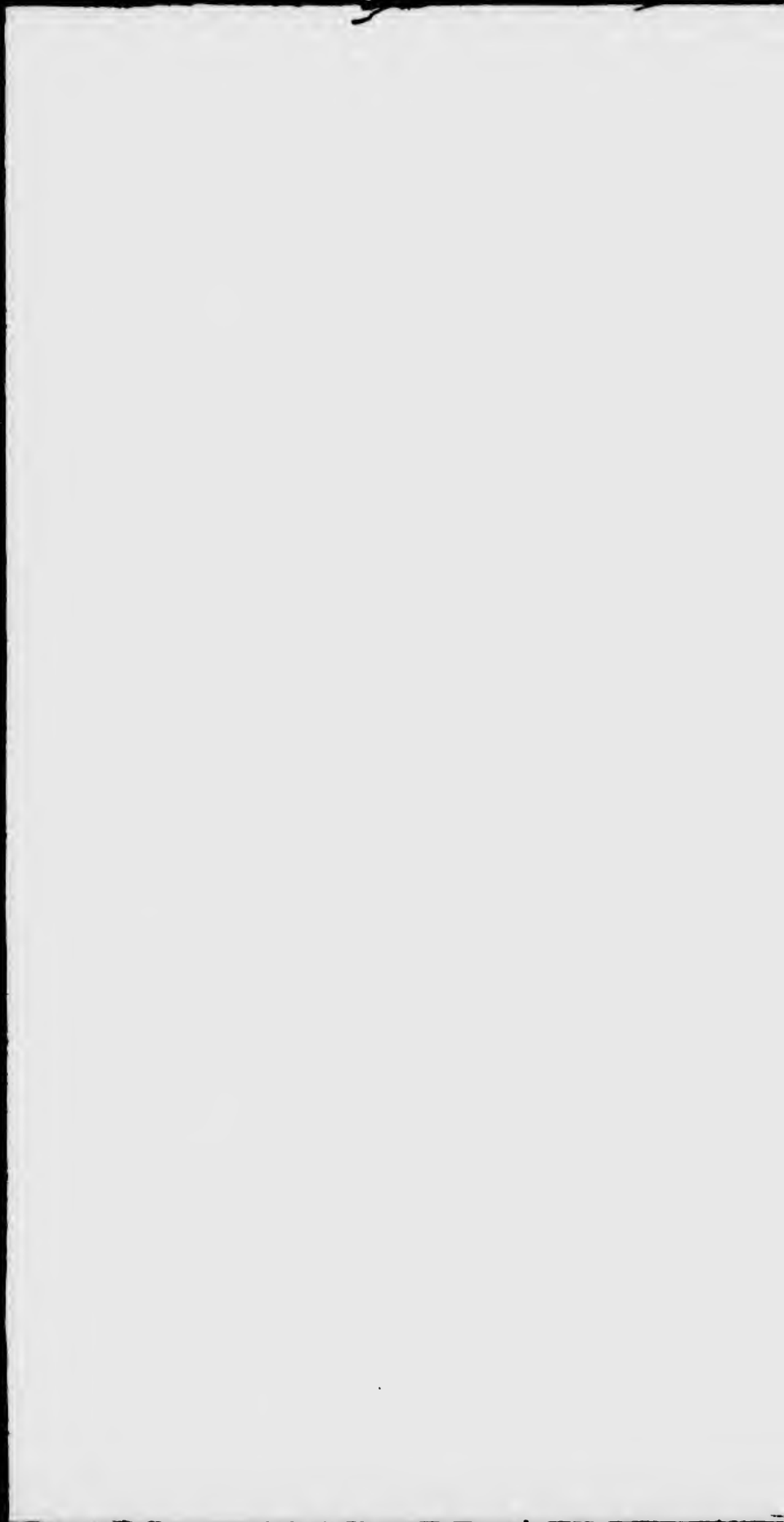


Photographic
Sciences
Corporation

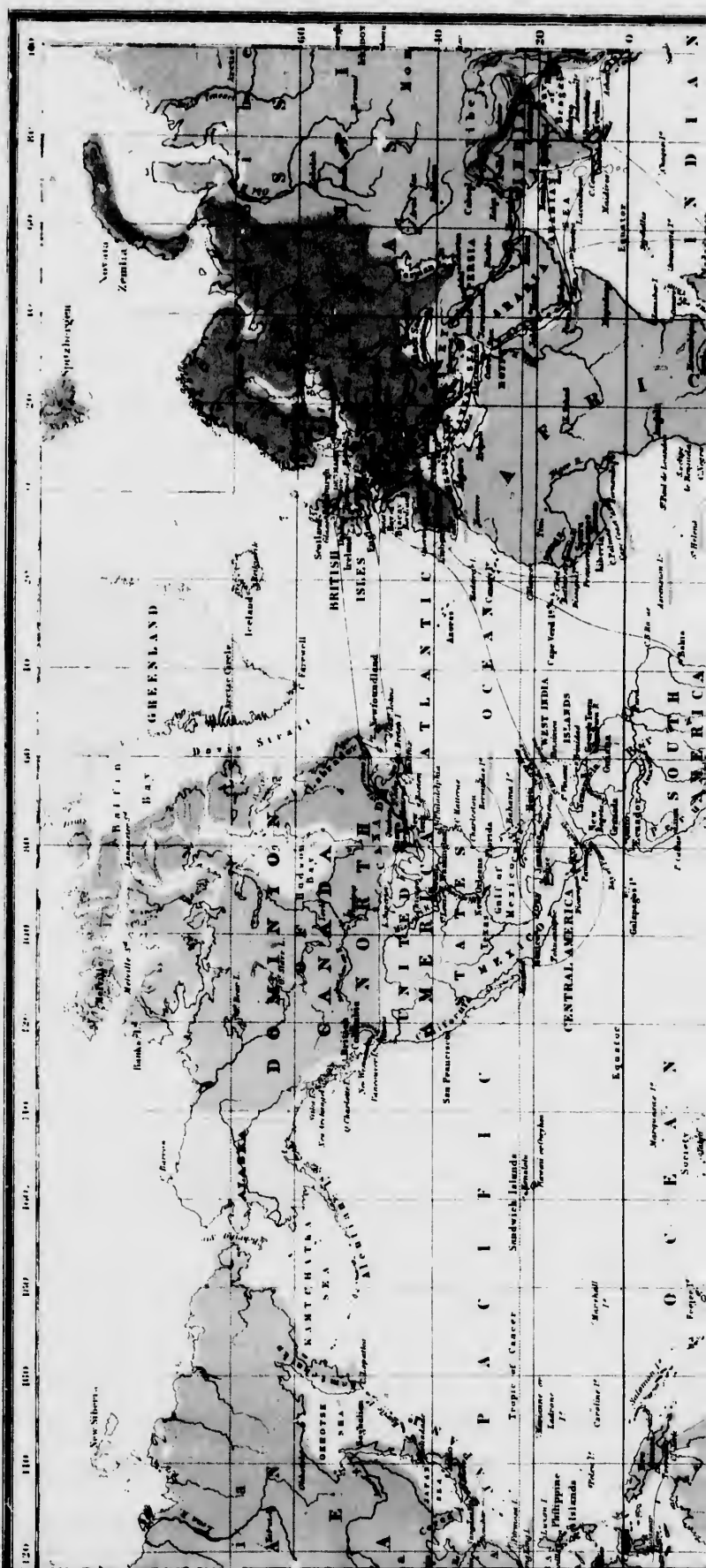
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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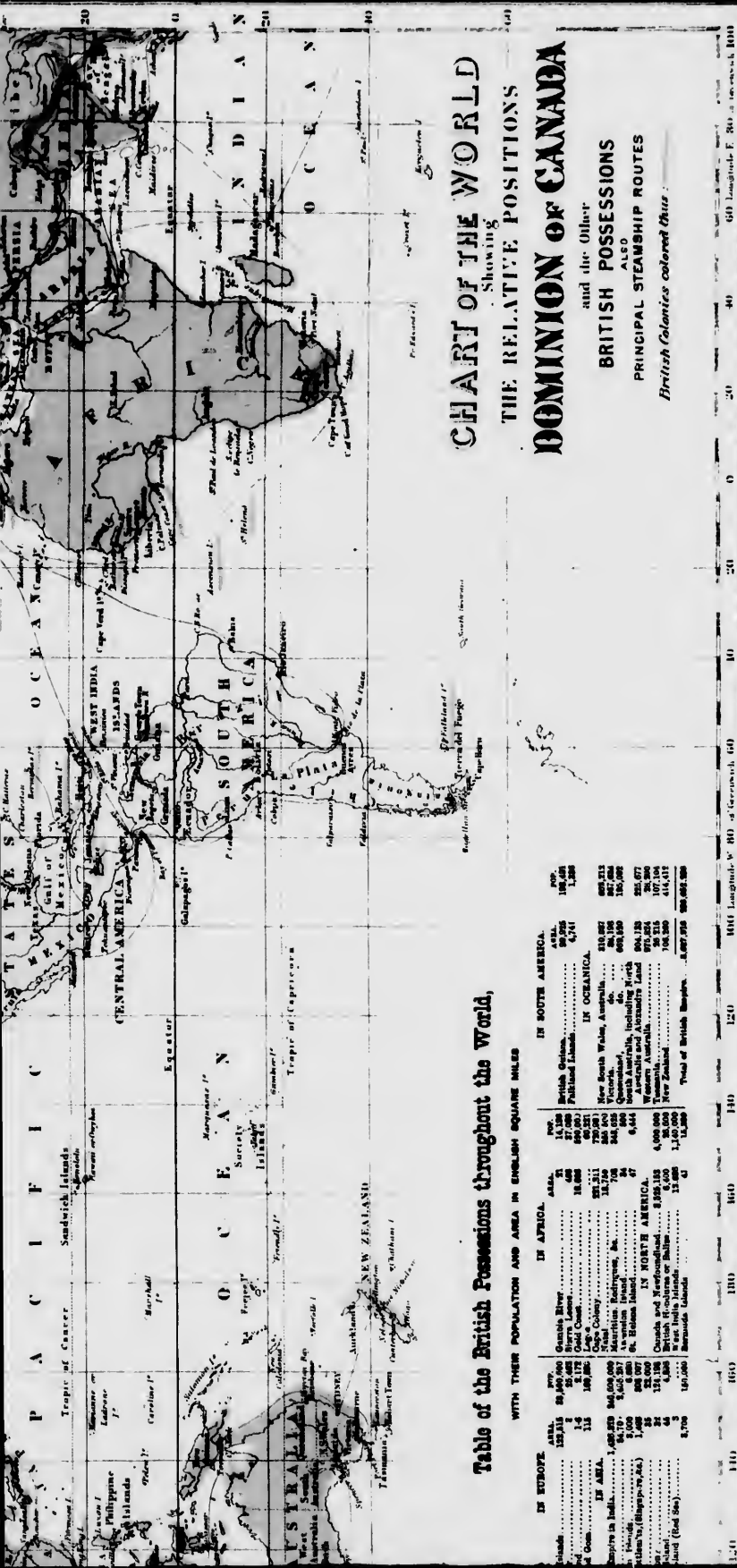
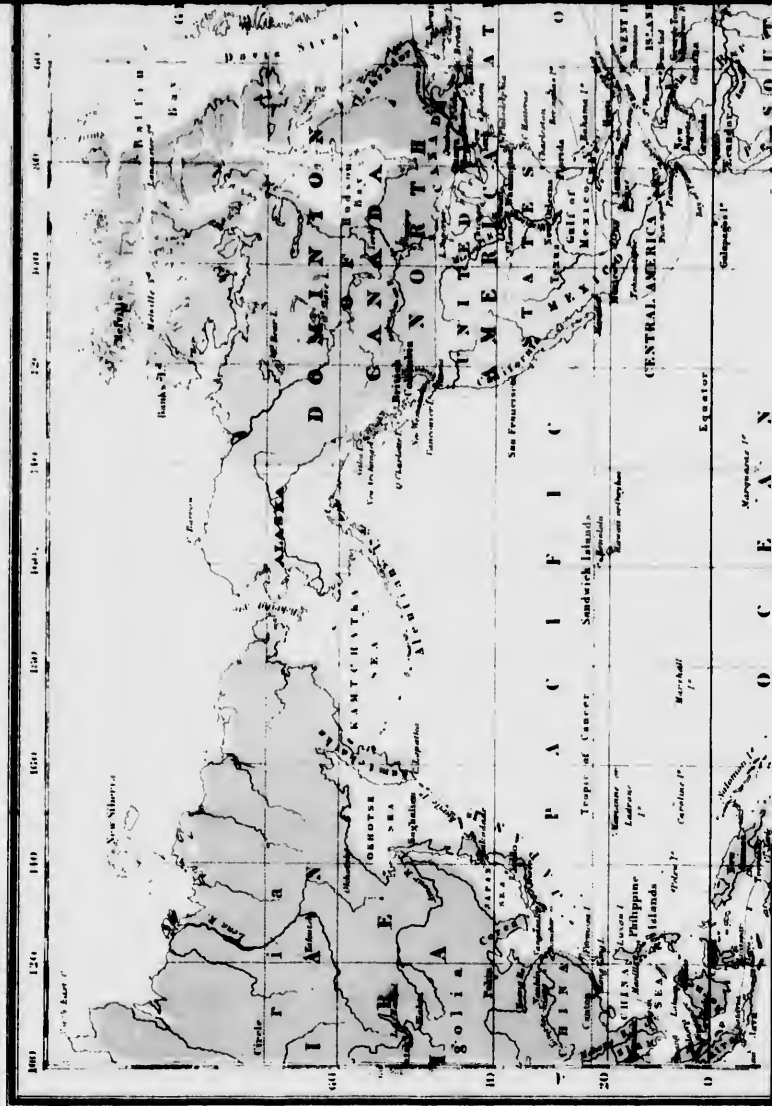


Table of the British Possessions throughout the World.

WITH THEIR POPULATION AND AREA IN ENGLISH SQUARE MILES

[illegible]







Ralph Barry



Miss Ralph Barry
Worcester

1883



THE RESIDENCE OF RALPH MERRY ESQ, MAGOG, ON LAKE MEMPHREMAGOG, STANSTEAD CO P Q



THE RESIDENCE OF RAFAEL MERRY ESQ. NAGOG, ON LAKE LAKE

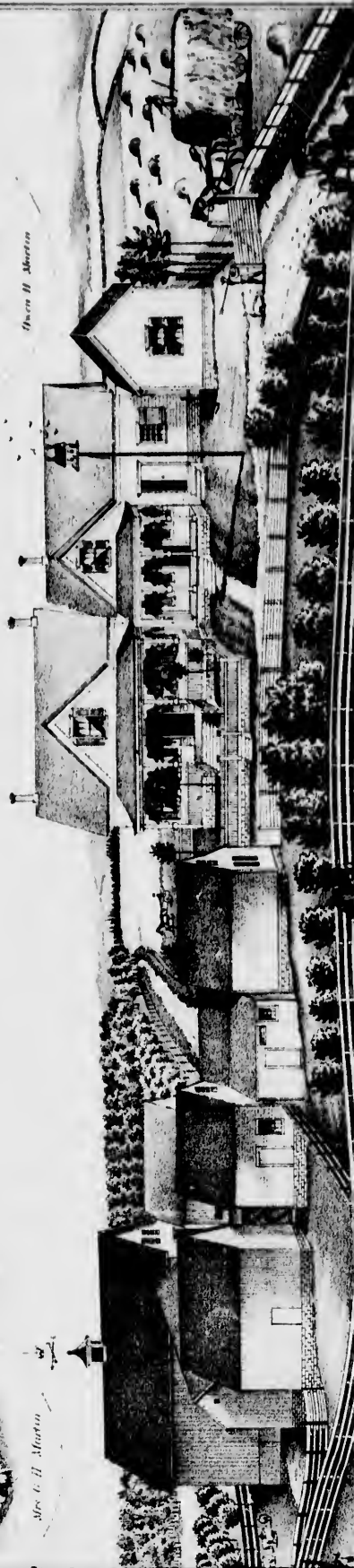




Owen H. Martin



Mrs. O. H. Martin

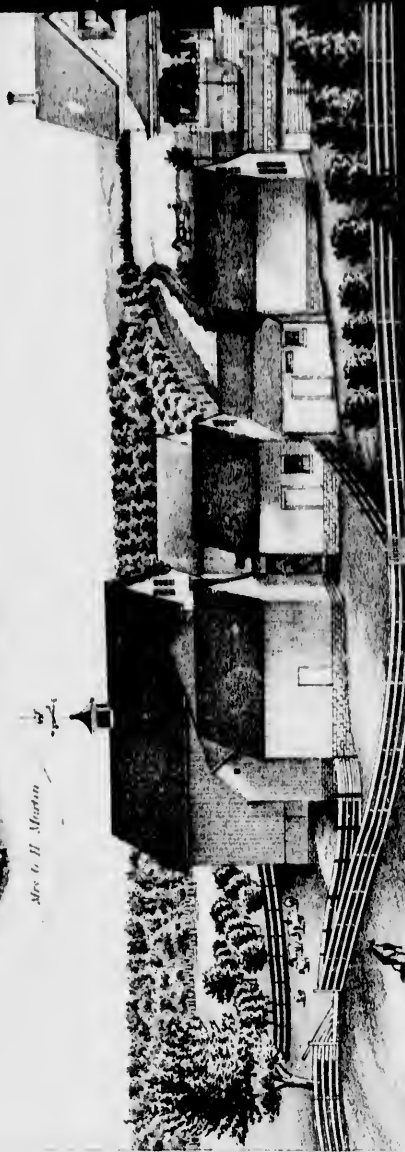


UNBROOD DAUGHTERS AT ZOTONZAB OMENZIKAM.H.O. LOBONDISSE WITH

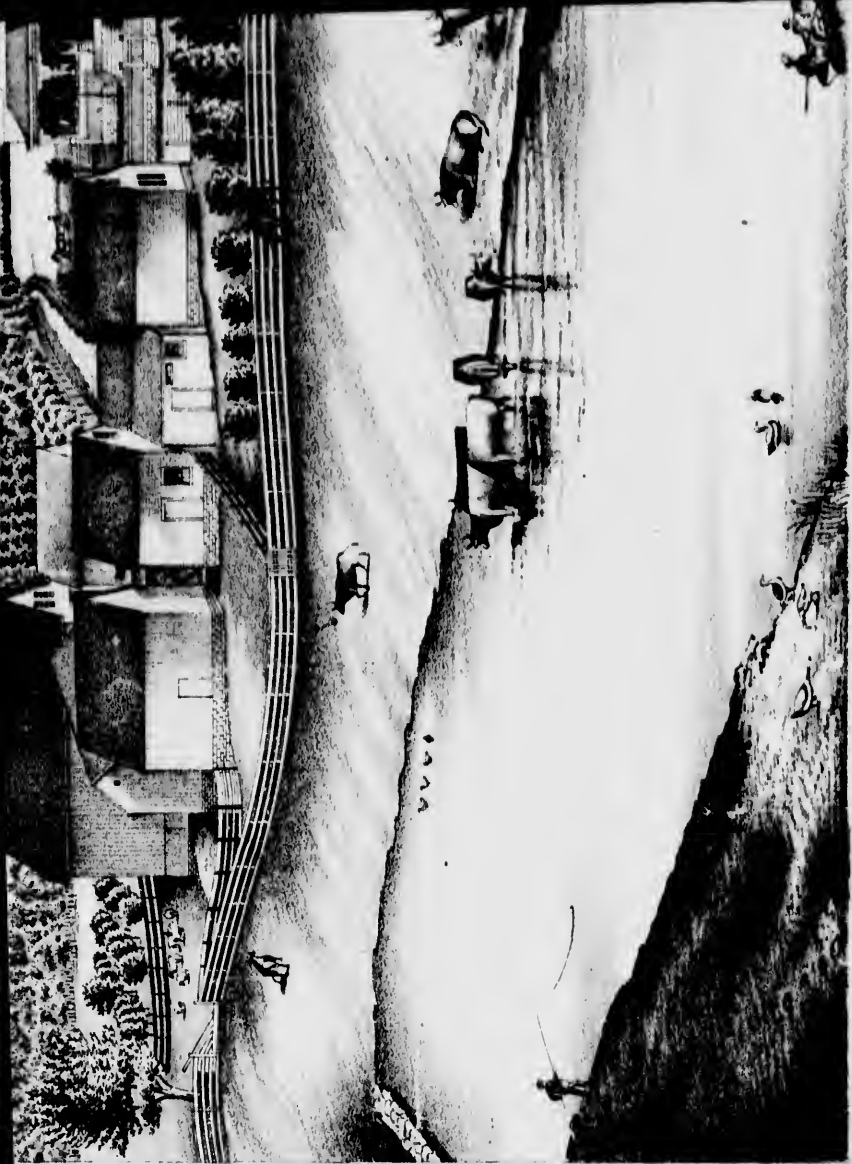




Mrs. G. H. Martin



THE ZEPHYRUS
OF THE
NORTH
WEST
MOUNTAIN
SCHOOL







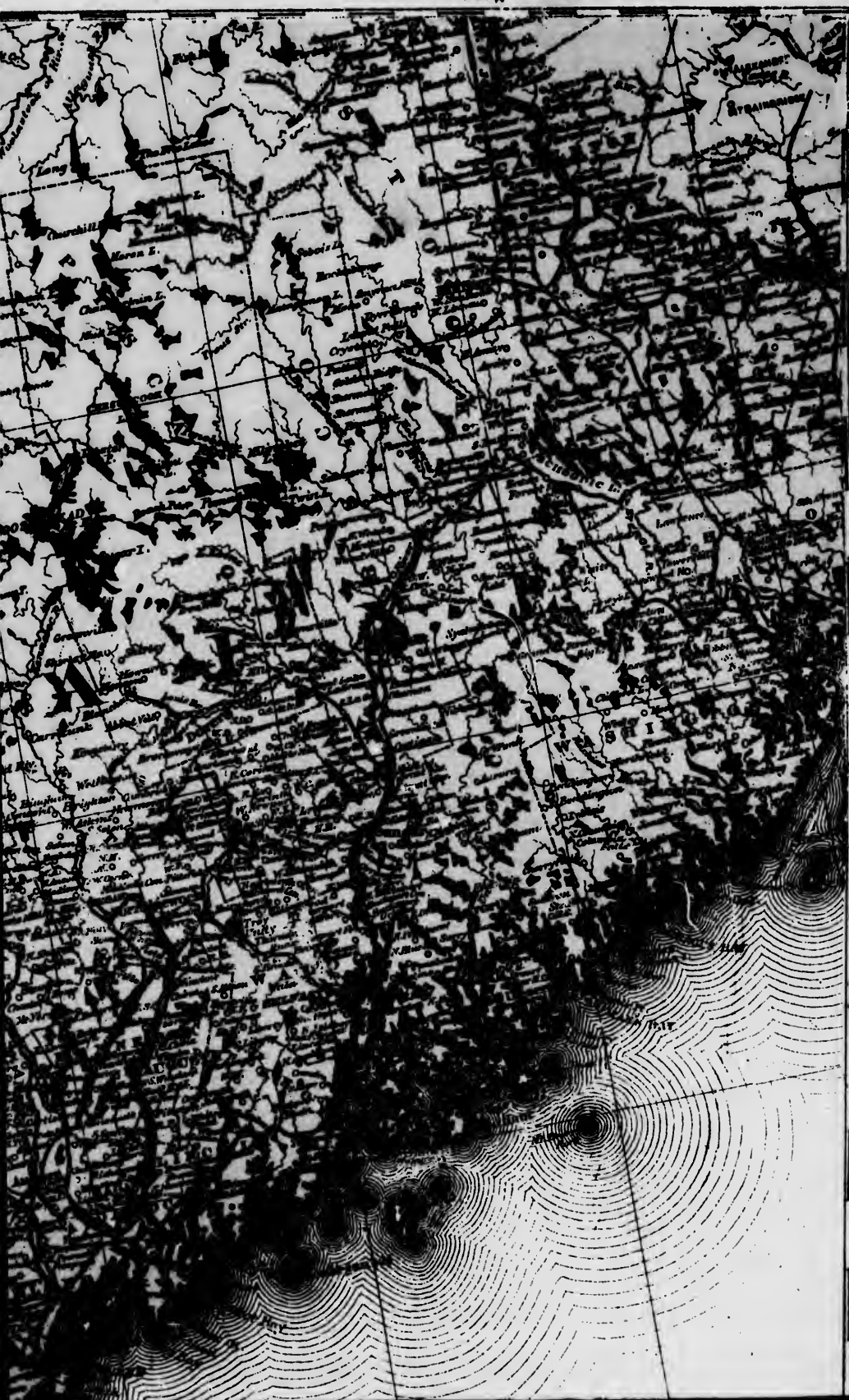




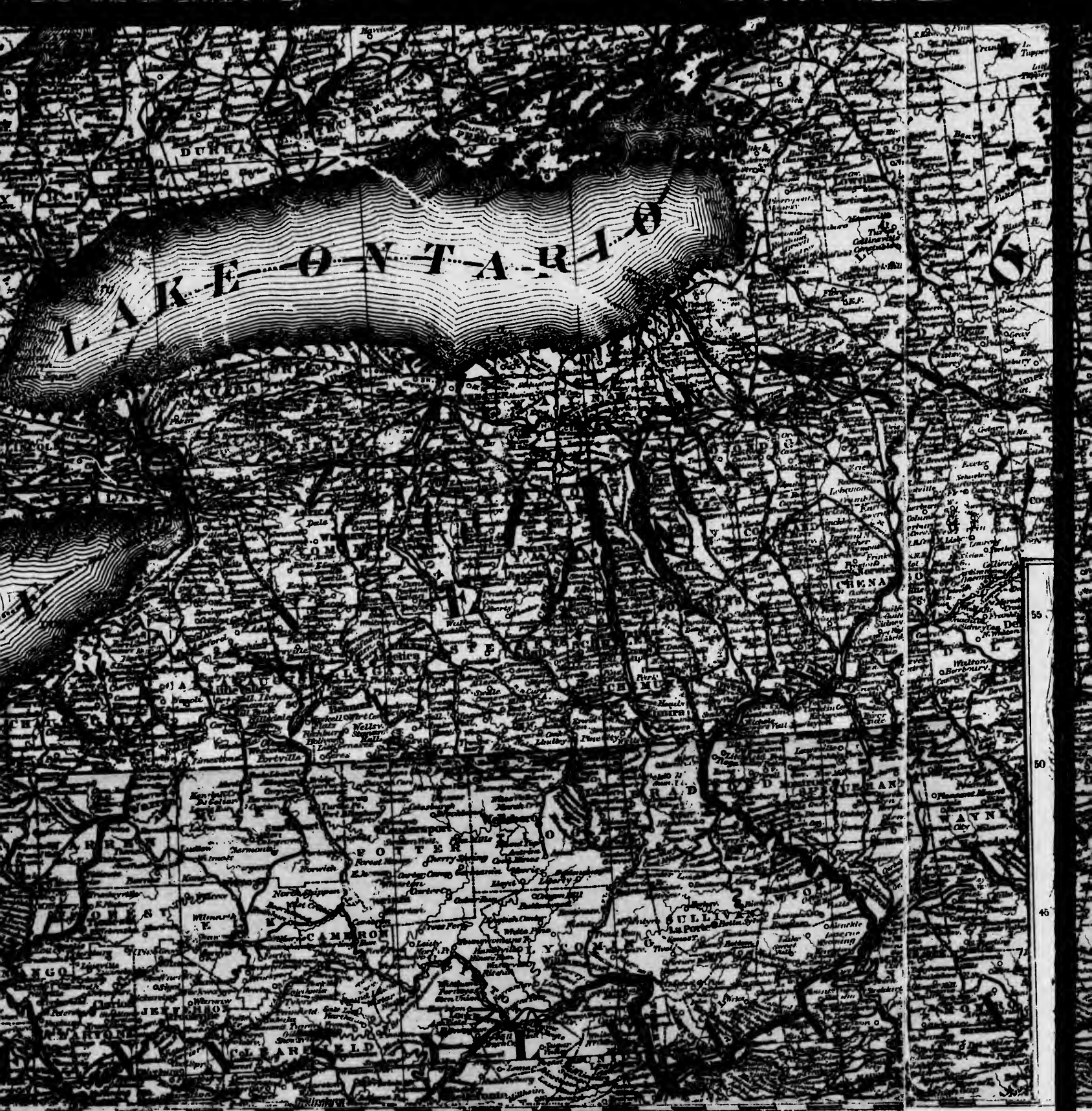
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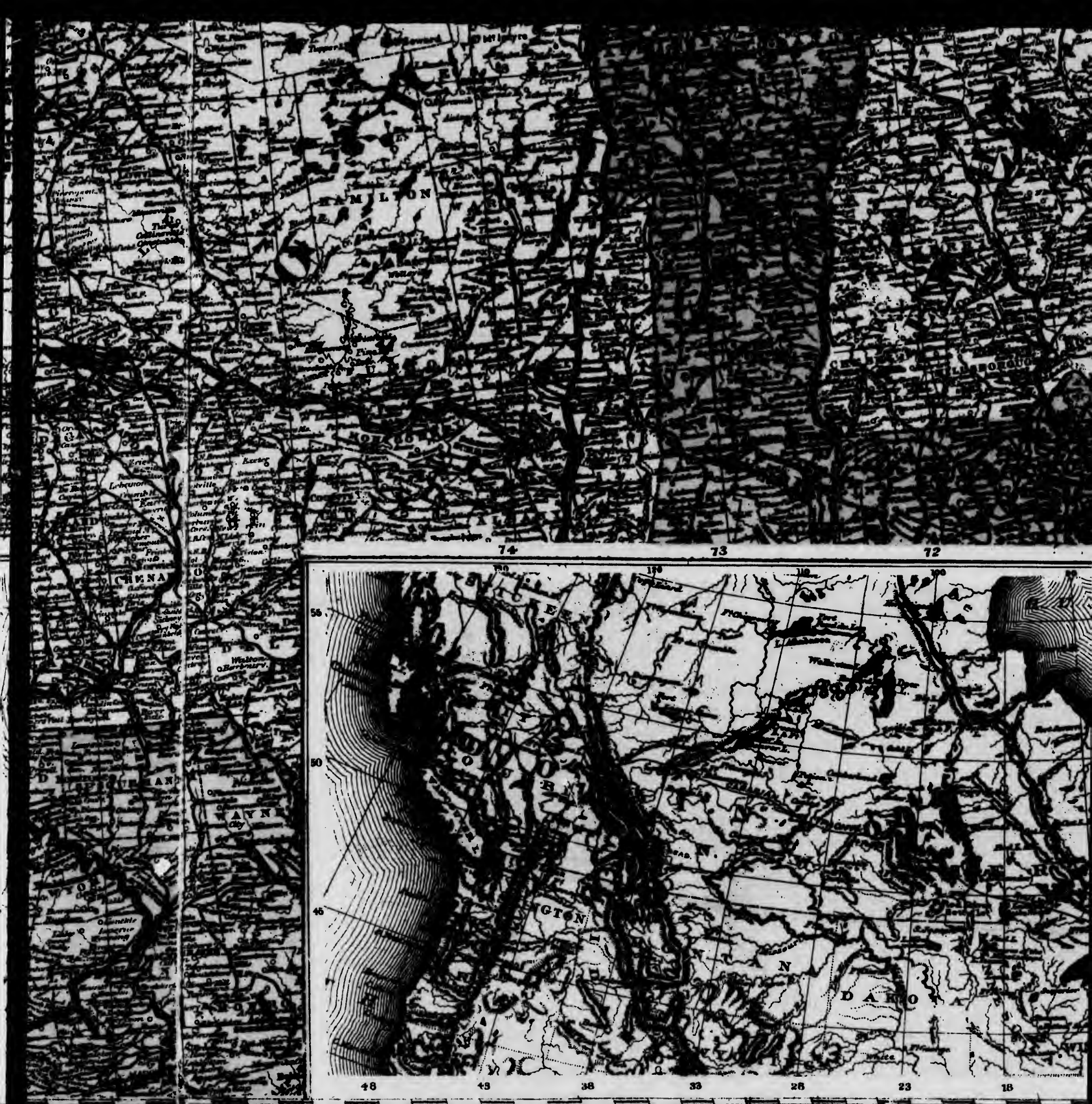
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Long. W. from Greenwich 67









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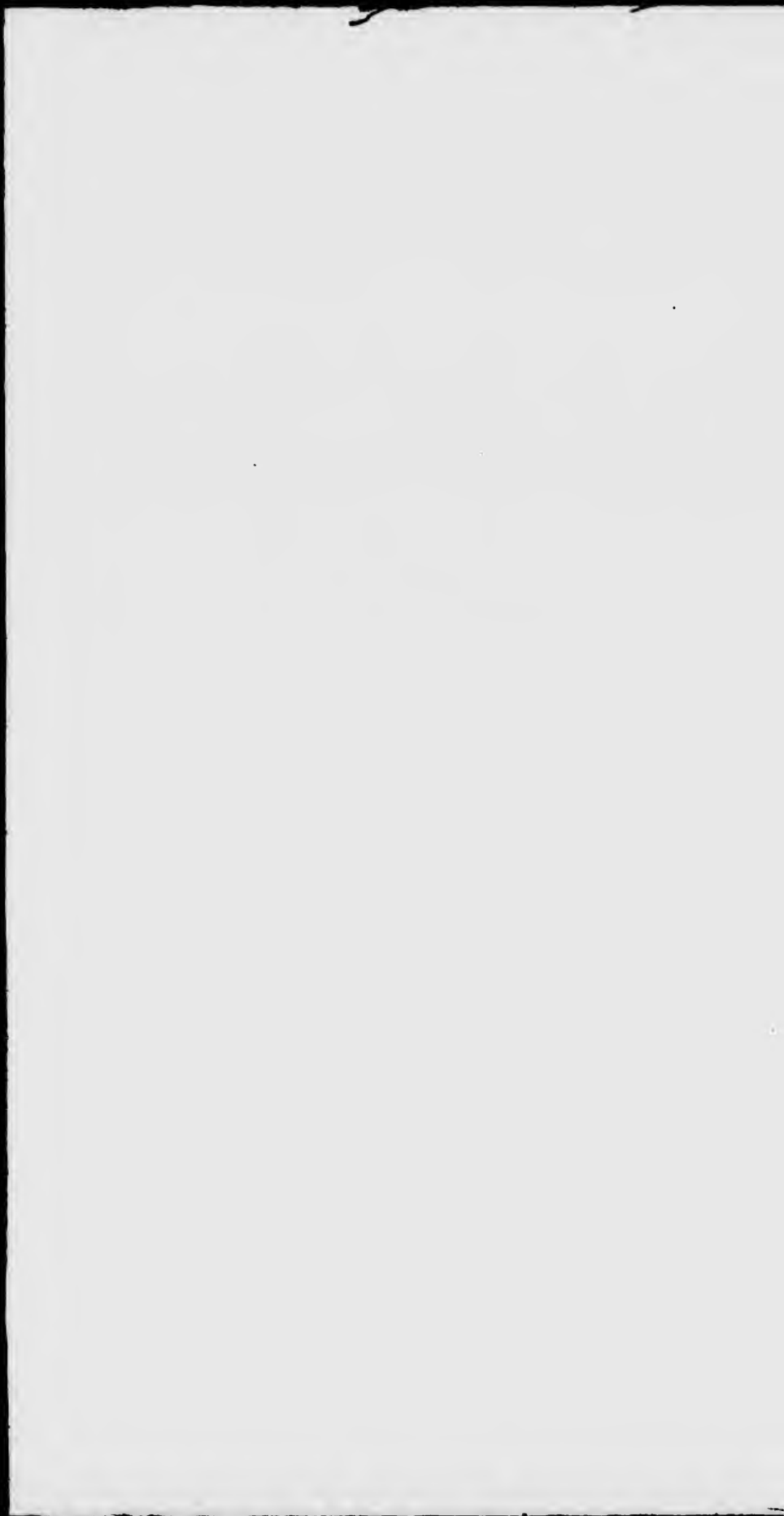
Long West from Greenwich

RAIL ROAD MAP
OF THE
DOMINION OF CANADA

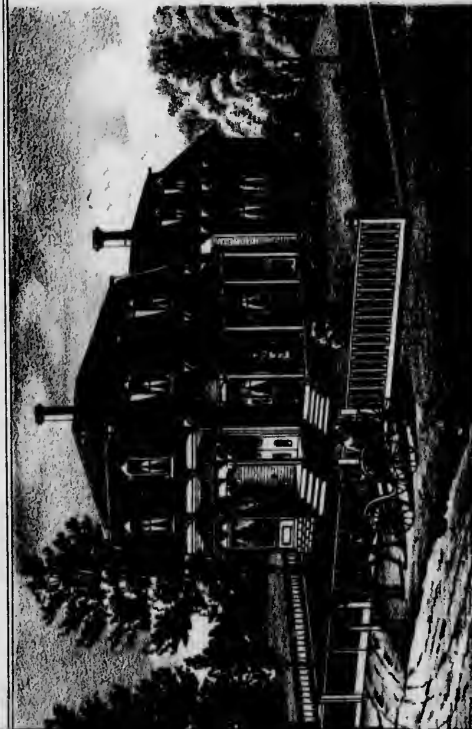
Showing Connection
WITH THE
UNITED STATES

MAP SHOWING
THE
CANADIAN PACIFIC
RAILWAY

AND RAILWAYS IN EASTERN PROVINCES.





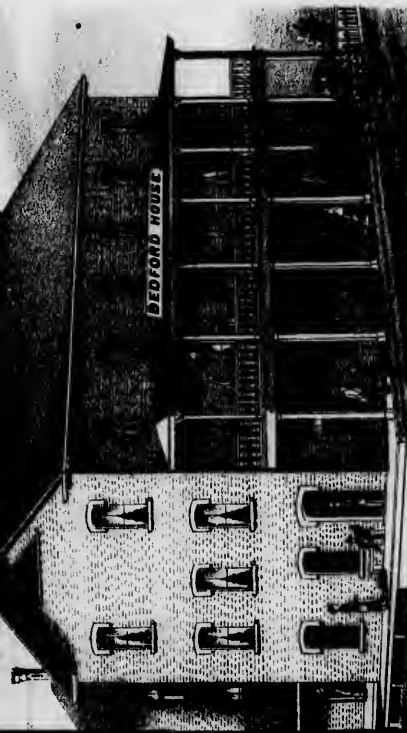


OF T. D. WHITCHER ESQ., M. D., BEESC PLAIN, STANSTEAD TP., QUE.



THE RES. OF J. M. IVES, ESQ., NEAR STANSTEAD PLAINS, QUE.





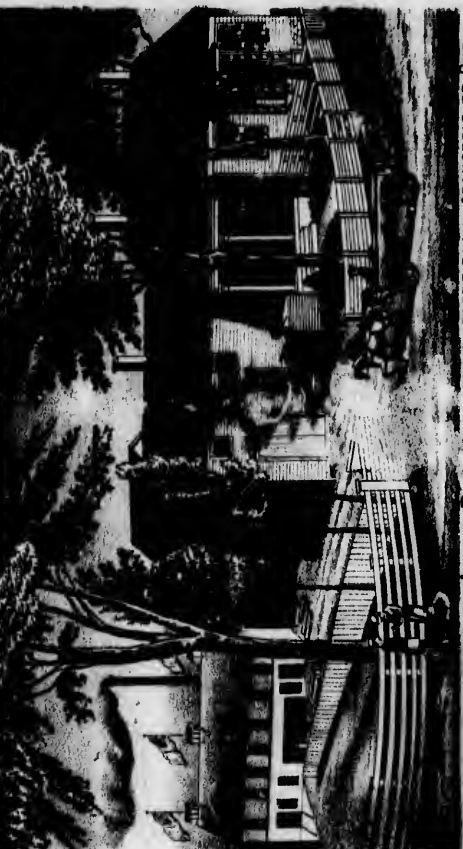
DEDFORD HOUSE, BEDFORD, MISSISSQUI CO., QUE. J. H. MARTIN PROP.



THE RESIDENCE OF JOHN B. L. P. STANSTEAD, BEBE PLAIN, STANSTEAD T. QUE.



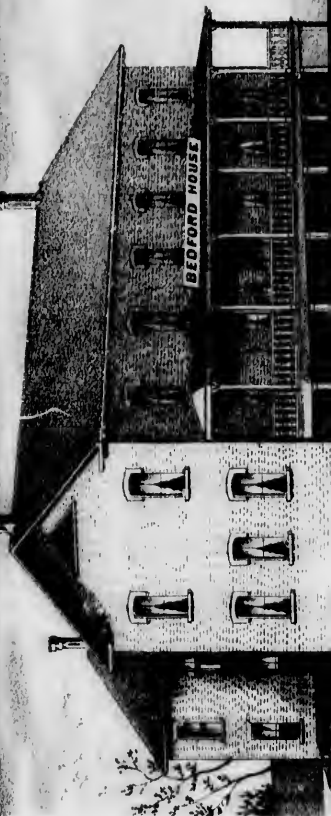
RESIDENCE AND STORES OF J. W. DEAN, PARISH ST. THOMAS, MISSISSQUI CO., QUE.

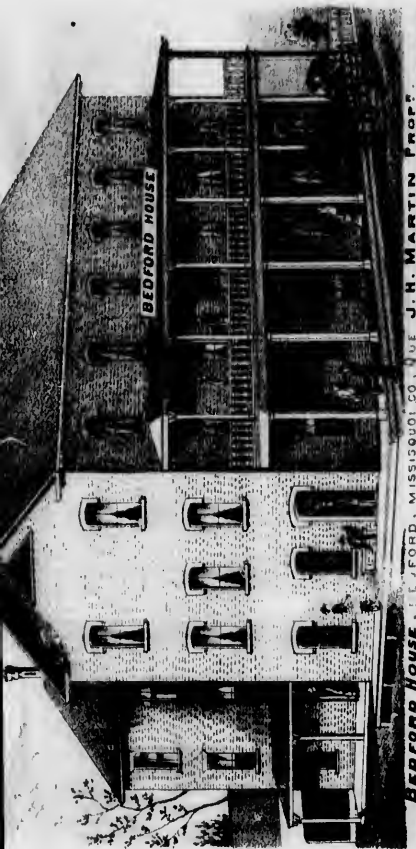


THE RESIDENCE OF JOHN B. L. P. STANSTEAD, BEBE PLAIN, STANSTEAD T. QUE.



THE RES. OF T. D. WHITCHER ESQ. M. D., RICE PLAIN, STANFORD, ILL. QUE.

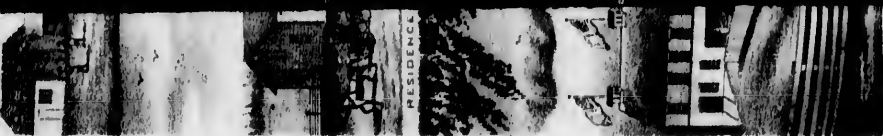




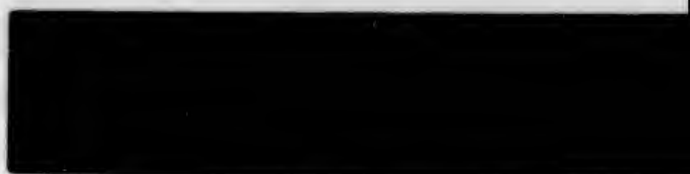
BEDFORD HOUSE, E. FORD, MISSISSQUOI CO., QUE. J. H. MARTIN PROP.



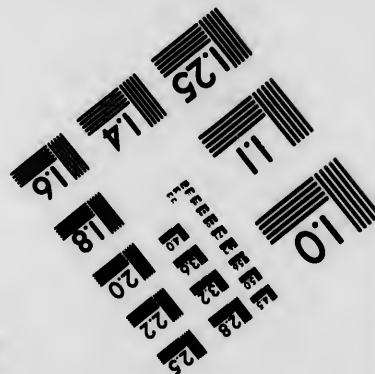
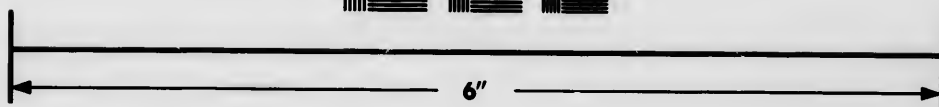
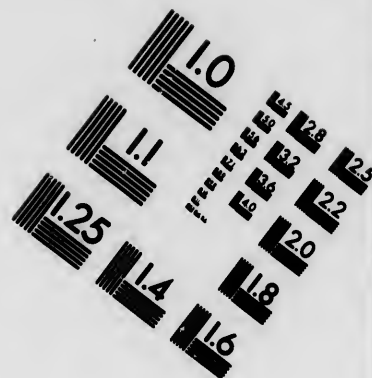
RES. OF J. D. JOHNSON, MAYOR OF ST THOMAS; MISSISSQUOI CO., QUE.



THE R





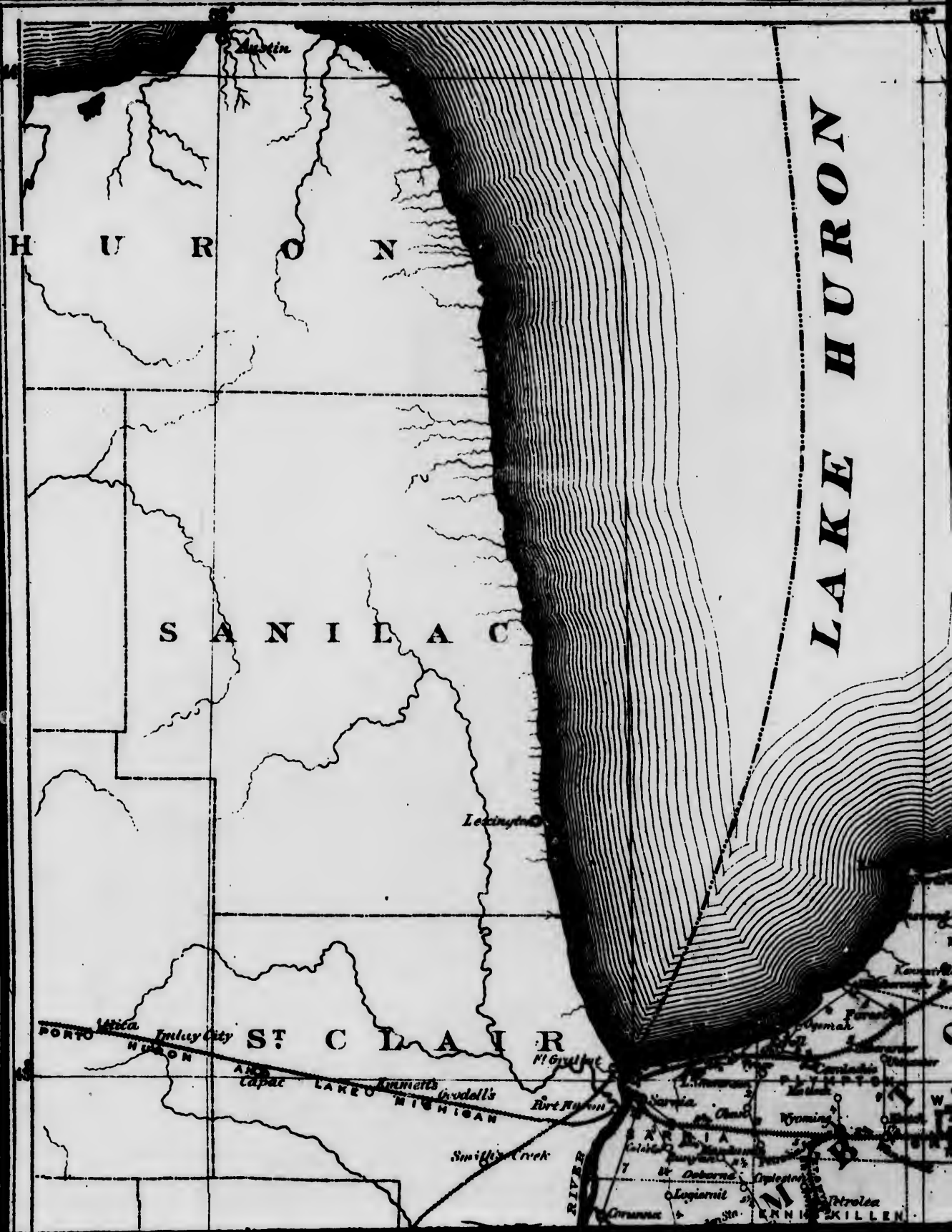


Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

1.8 2.0 2.2 2.5
3.6 3.2 2.8
4.5 5.0 5.6

10
11
12



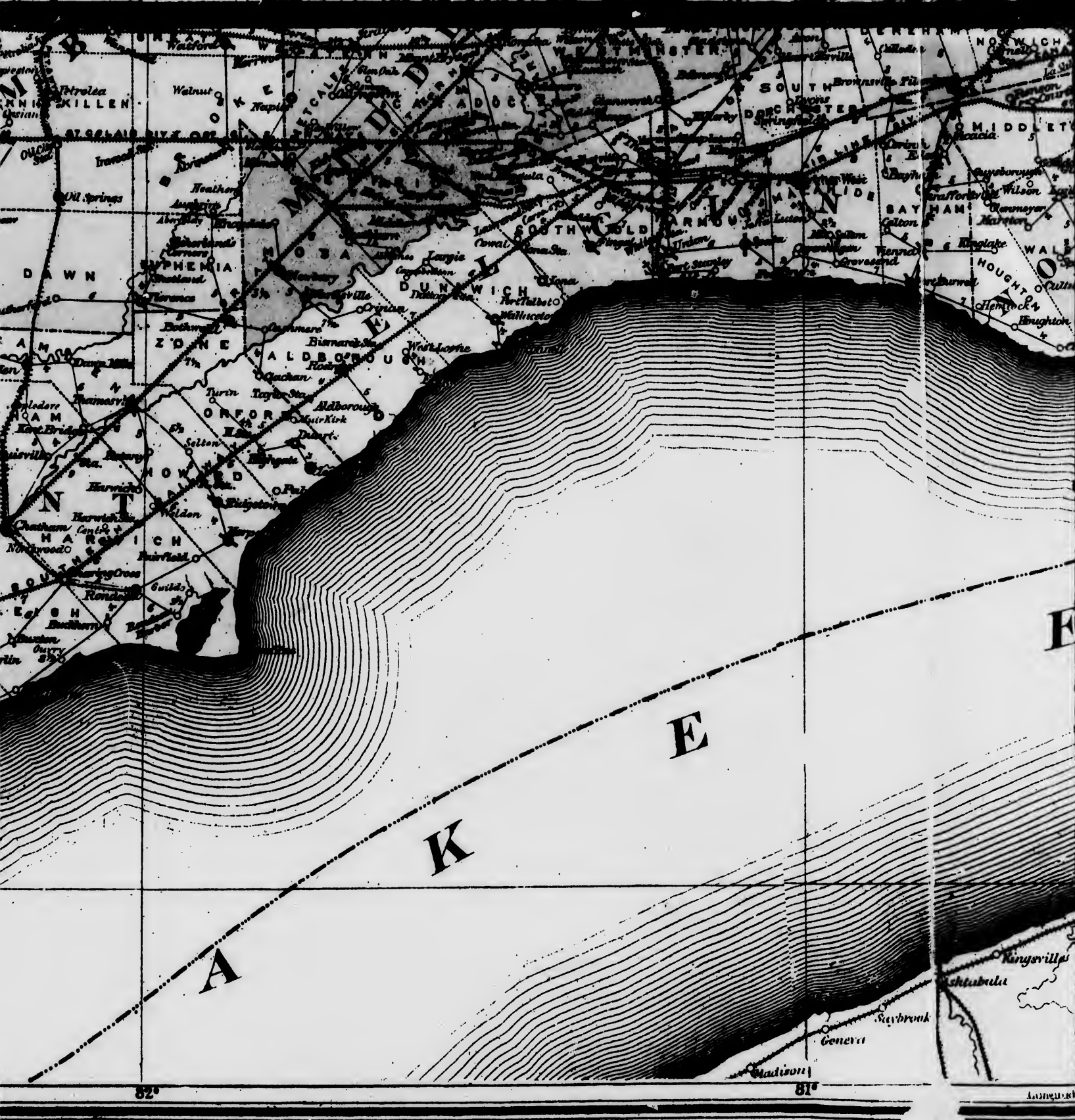
LAKE HURON













61°

Longitude West from Greenwich.

60°

Scale: 10 Miles per Inch



NEW ATLAS **OF THE** **DOMINION OF CANADA**

— COUNTIES OF —

ESSEX, KENT, ELGIN, NORFOLK, LAMBTON
 MIDDLESEX, OXFORD, HURON, WATERLOO, DUFFERIN,
 WELLINGTON, PERTH, PEEL, WENTWORTH,
 HALTON, BRANT, HALDIMAND, WELLAND, LINCOLN

— ONTARIO —

REFERENCES.

- *Post Office*
- *P.O. and Money Order Office*
- *P.O., Money Order Office and P.O. Savings Bank*
- ⦿ *Telegraph Station*
- ⚓ *Port of Entry*

—●—●—● *Railways completed*
 ————— *Railways in progress*

Miles per Inch 3 10 1/2 ○ *Distances between Towns over Post Routes*



THE RESIDENCE & BANK OF **J. C. BAKER ESQ.**, STANBRIDGE EAST, MISSISQUOI CO., QUE



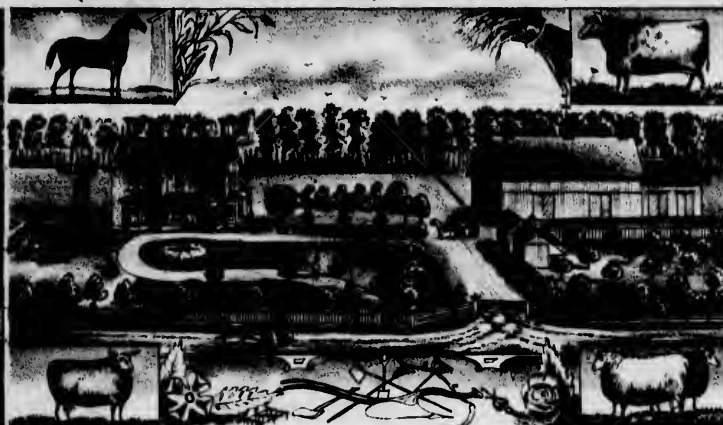
RES. OF CHARLES POWELL, STANSTEAD CO., QUE.



RES. OF GEORGE MAC LENNAN, UNDERWOOD, BRUCE TP., ONT.



RES. OF STEPHEN FOSTER ESQ., ROCK ISLAND, STANSTEAD CO., QUE.



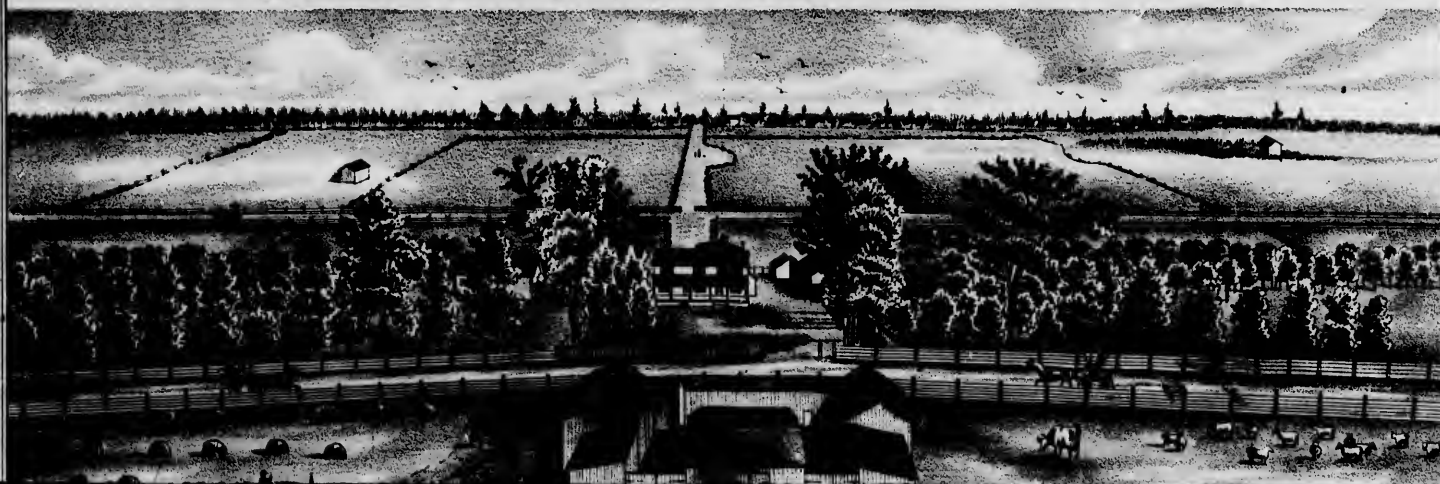
RES. OF JAS. TOLTON "BREEDER OF SHORT HORN CATTLE & COTSWOLD SHEEP" CONB, LOT 4, BRANT TS, ONT.



THE RES. OF SALUSHA W. CLARK & SON STANSTEAD TP., STANSTEAD CO., QUE.



G.W. CLARKE COTTON BATTING MANUFACTORY





THE RESIDENCE & BANK OF J. C. BAKER ESQ., STANBRIDGE

RES. OF **STEPHEN FOSTER ESQ.**, ROCK ISLAND, STANSTEAD CO., QUE.

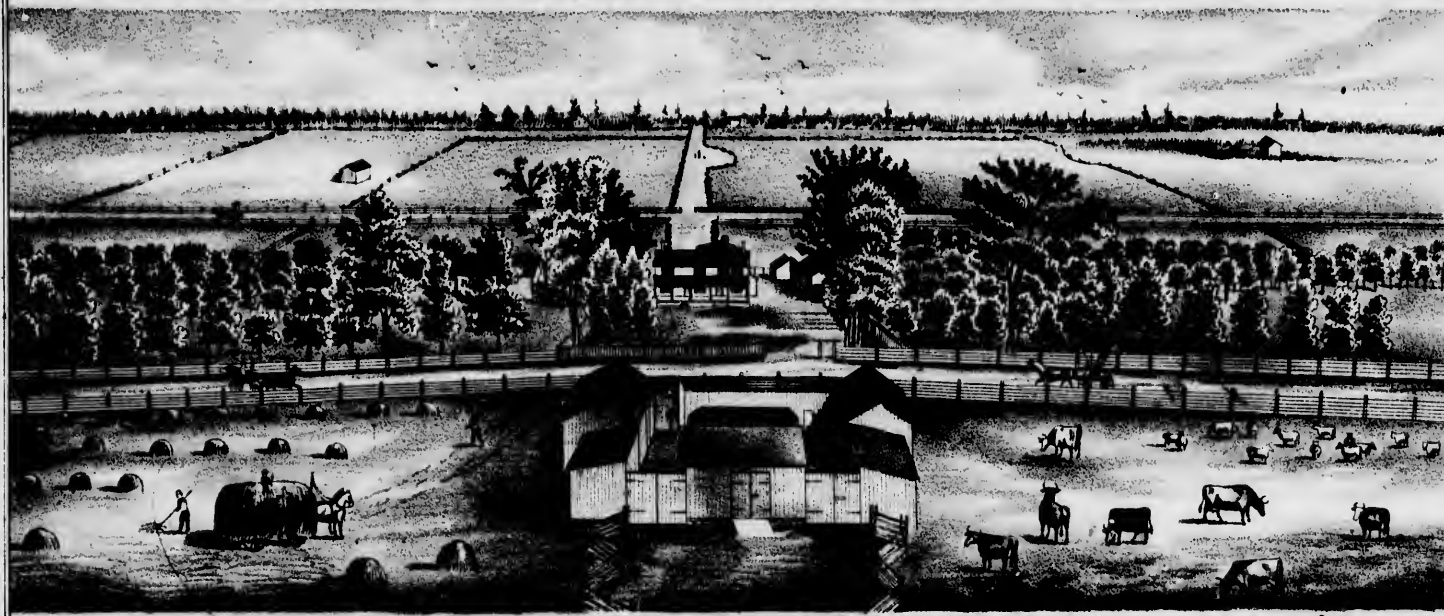


RES. OF **JAS. TOLTON** "BREEDER OF SHORT HORN CATTLE & COTSWOLD SHEEP" CONS. LOT 1, BRANT 15, ONT.



THE RES. OF **GALUSHA W. CLARK & SON** STANSTEAD TP., STANSTEAD CO., QUE.

C. W. CLARK'S COTTON BATTING MANUFACTORY

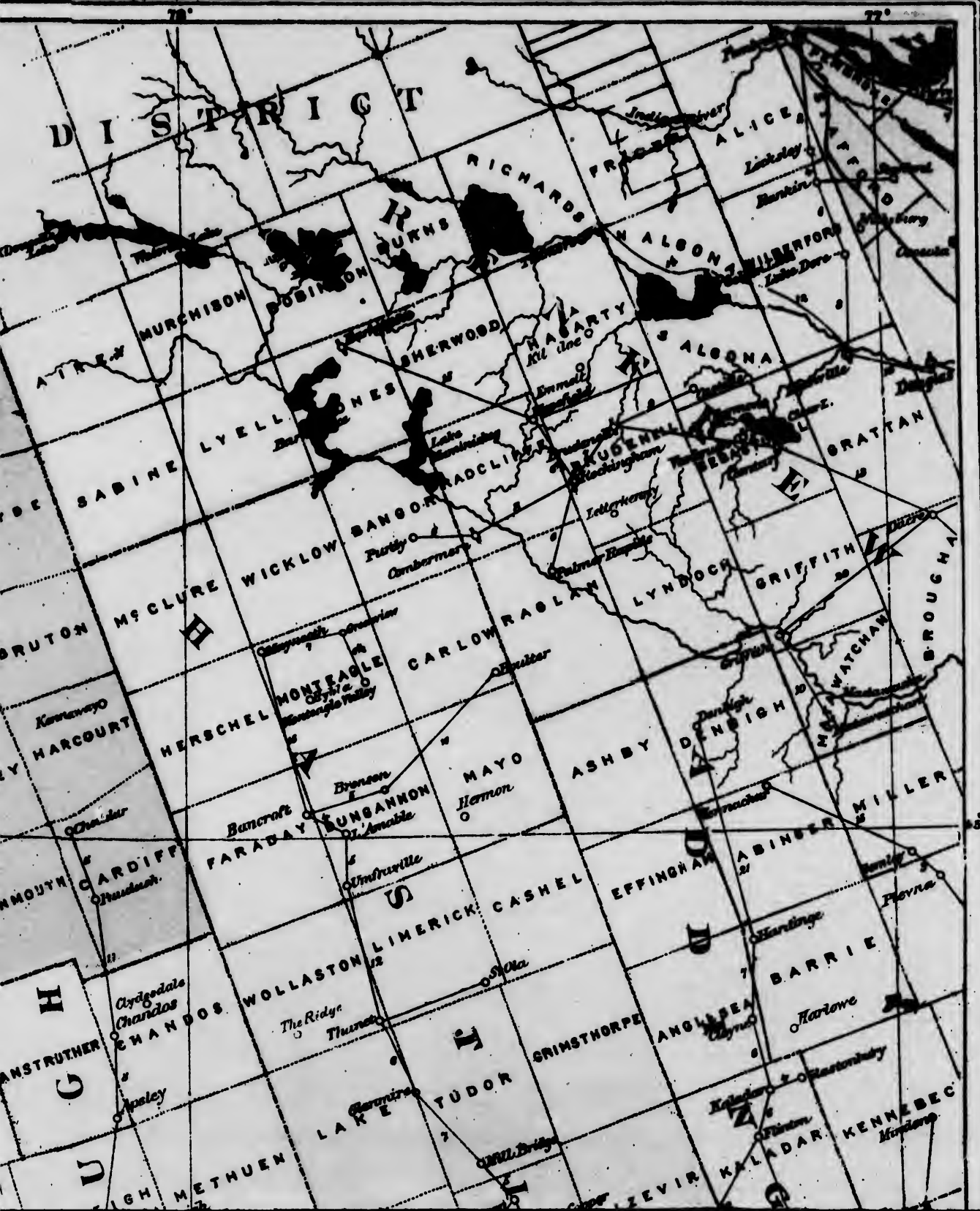


HOMESTEAD OF THE LATE **NEWSBURY EDY**, NOW THE RES. OF HIS SON **PETER H. EDY**, PARISH ST. GEORGE, CLARENCEVILLE, MISSISSQUOI CO., QUE.













Longitude West from Greenwich.



NEW

DOMINION

— COUN

BRUCE, GREY

ONTARIO, VICT

DURHAM, PETER

& DISTRICTS of M

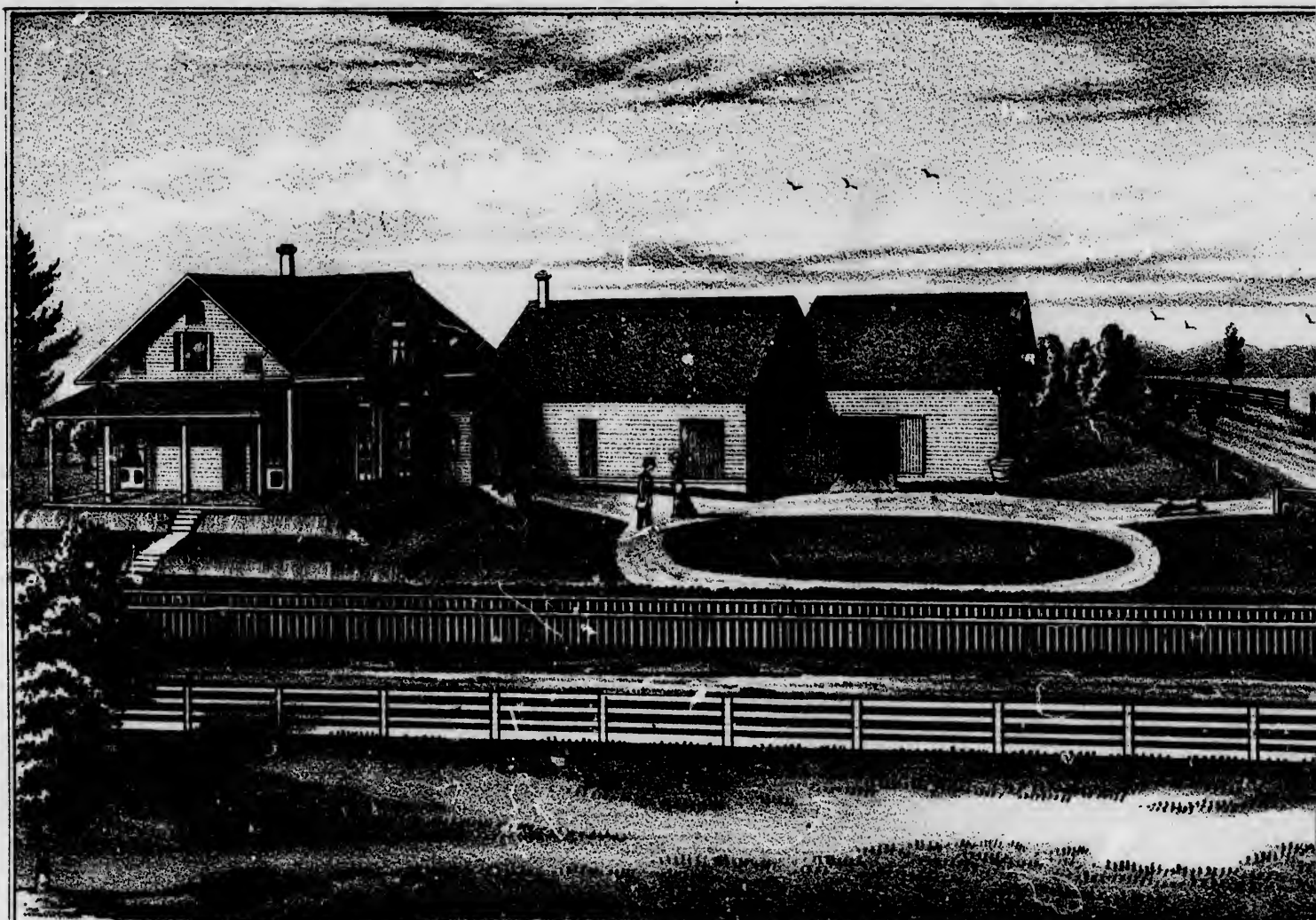
— ON



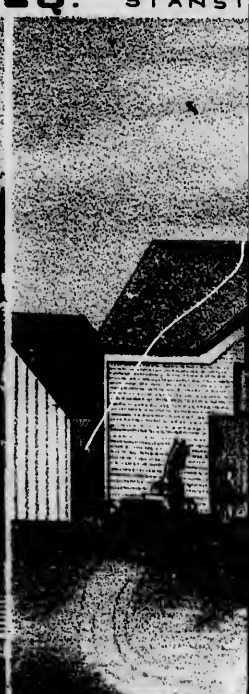
NEW ATLAS
OF THE
PROVINCE OF CANADA

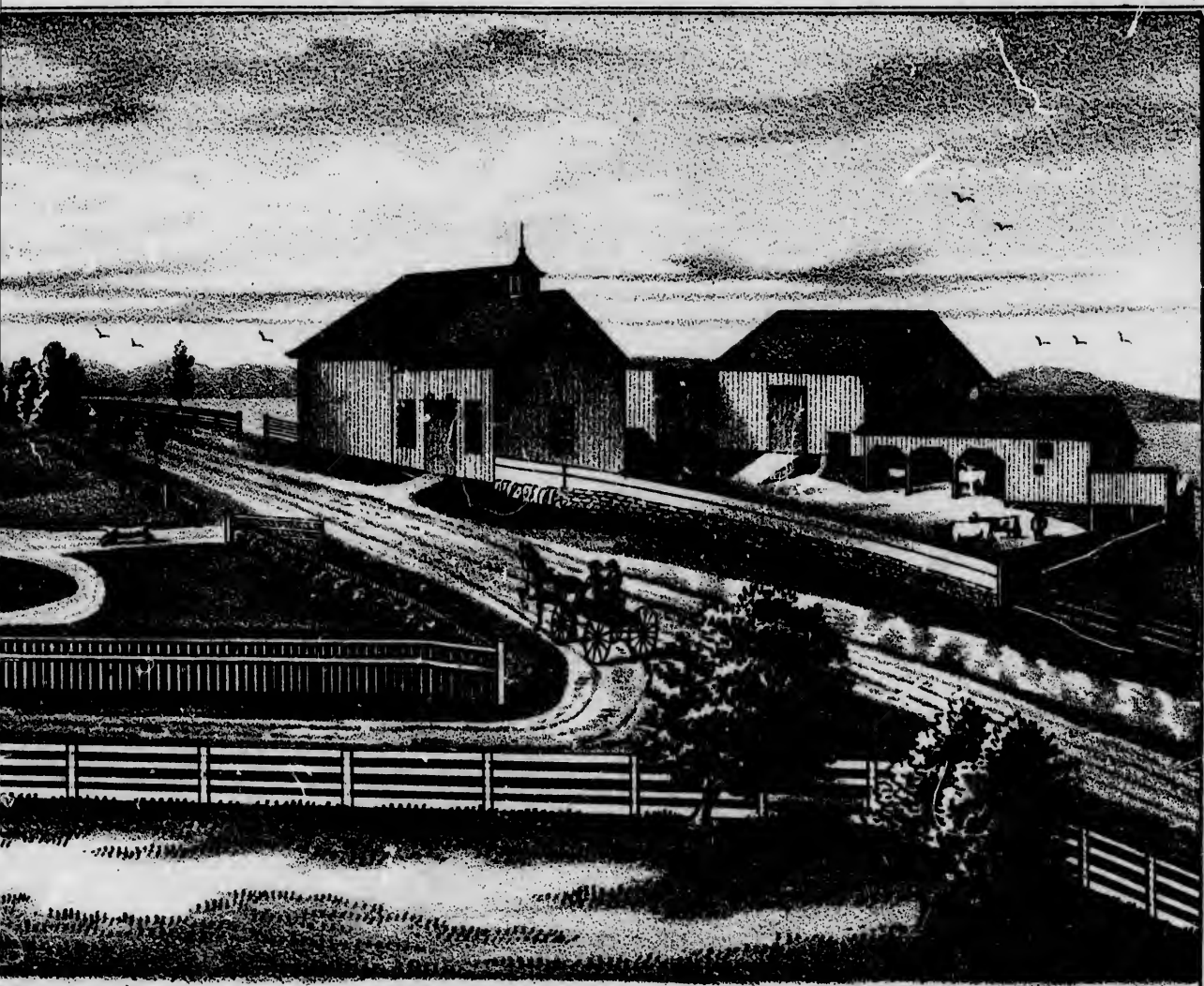
— COUNTIES OF —
BRUCE, GREY, SIMCOE, YORK,
ONTARIO, VICTORIA, NORTHUMBERLAND
DURHAM, PETERBOROUGH, HASTINGS,
& DISTRICTS OF MUSKOKA, PARRY SOUND,
— ONTARIO —

Scale 10 Miles per Inch.

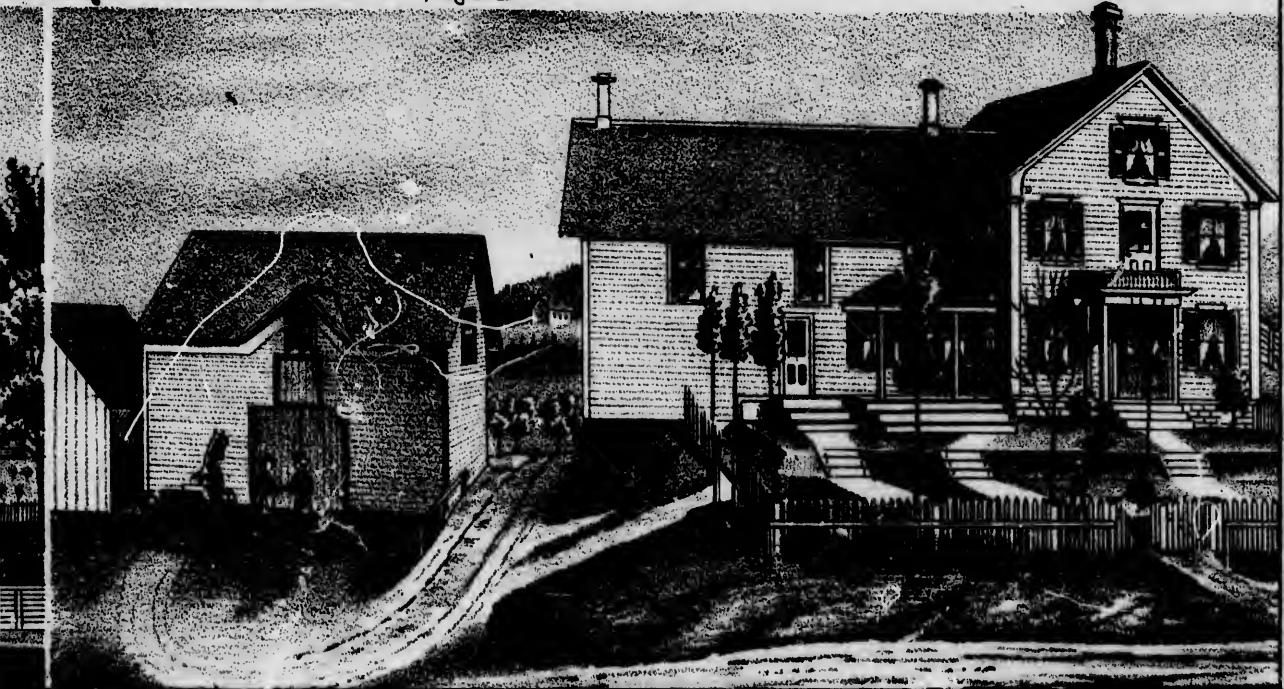


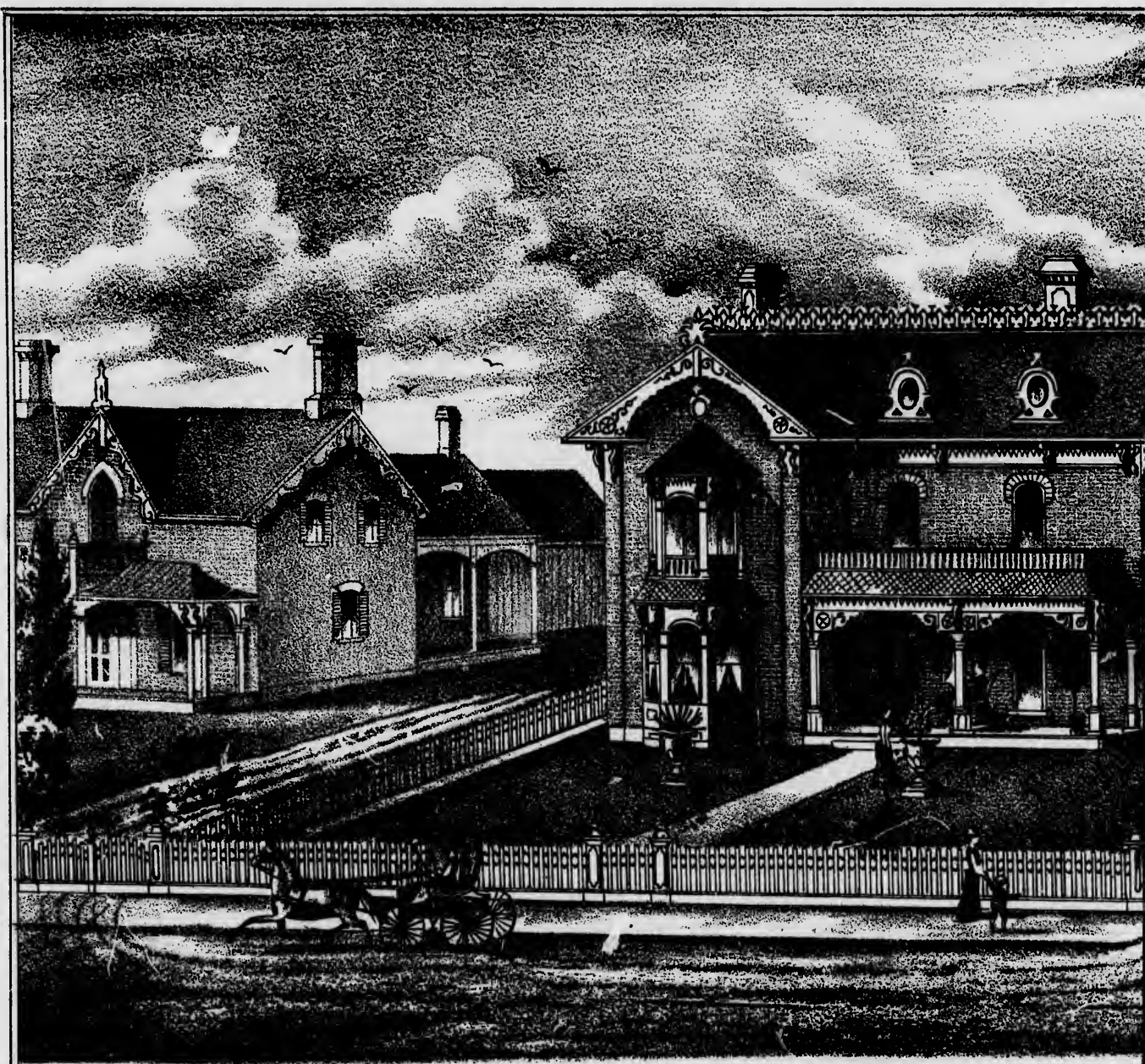
THE RES. OF **V. D' ETCHEGUYEN ESQ.** STANST





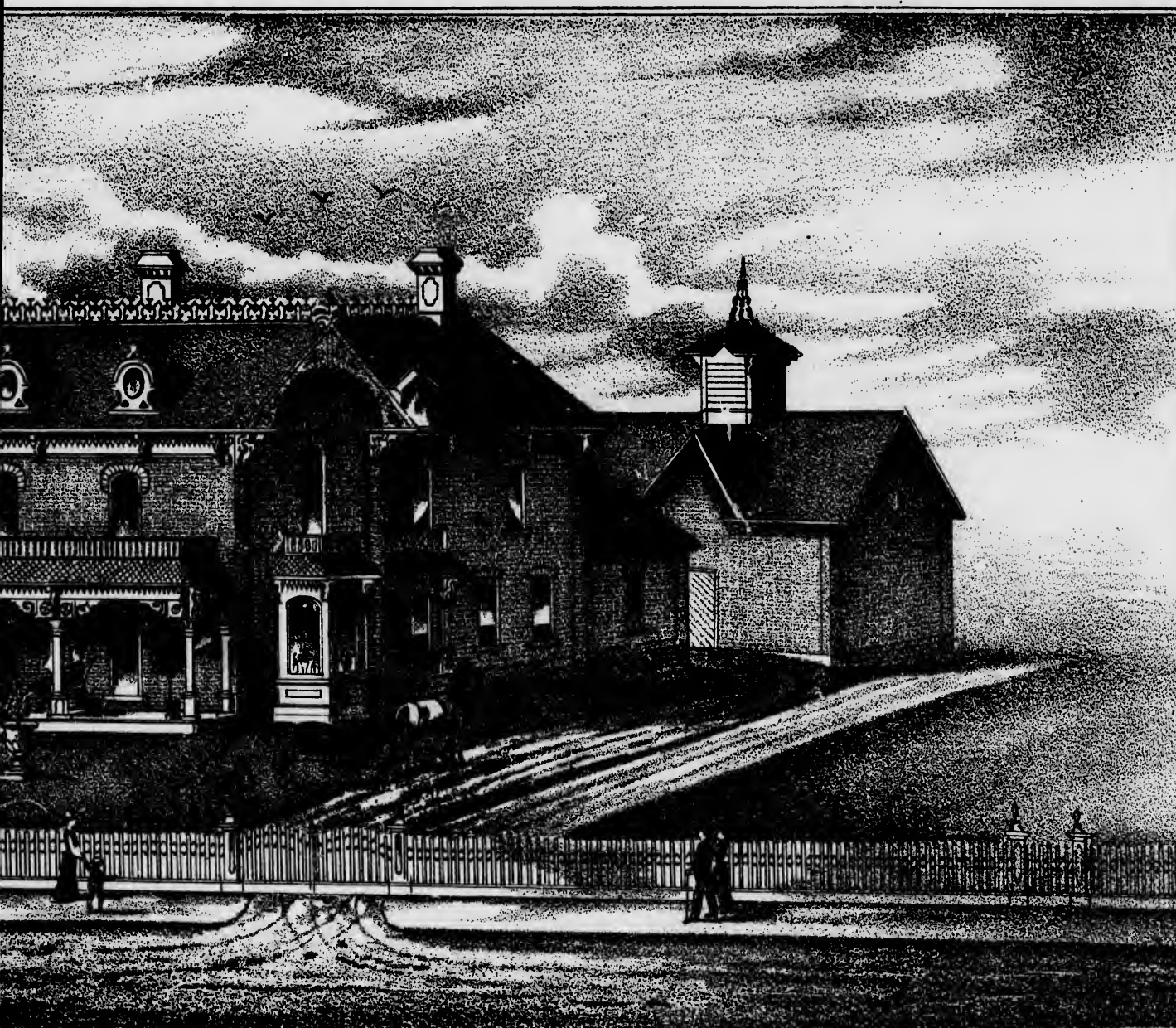
Esq. STANSTEAD TP., QUE.





RES. OF CHAS, PEMBERTON, E





EMBERTON, ESQ, KINGARDINE, ONT.





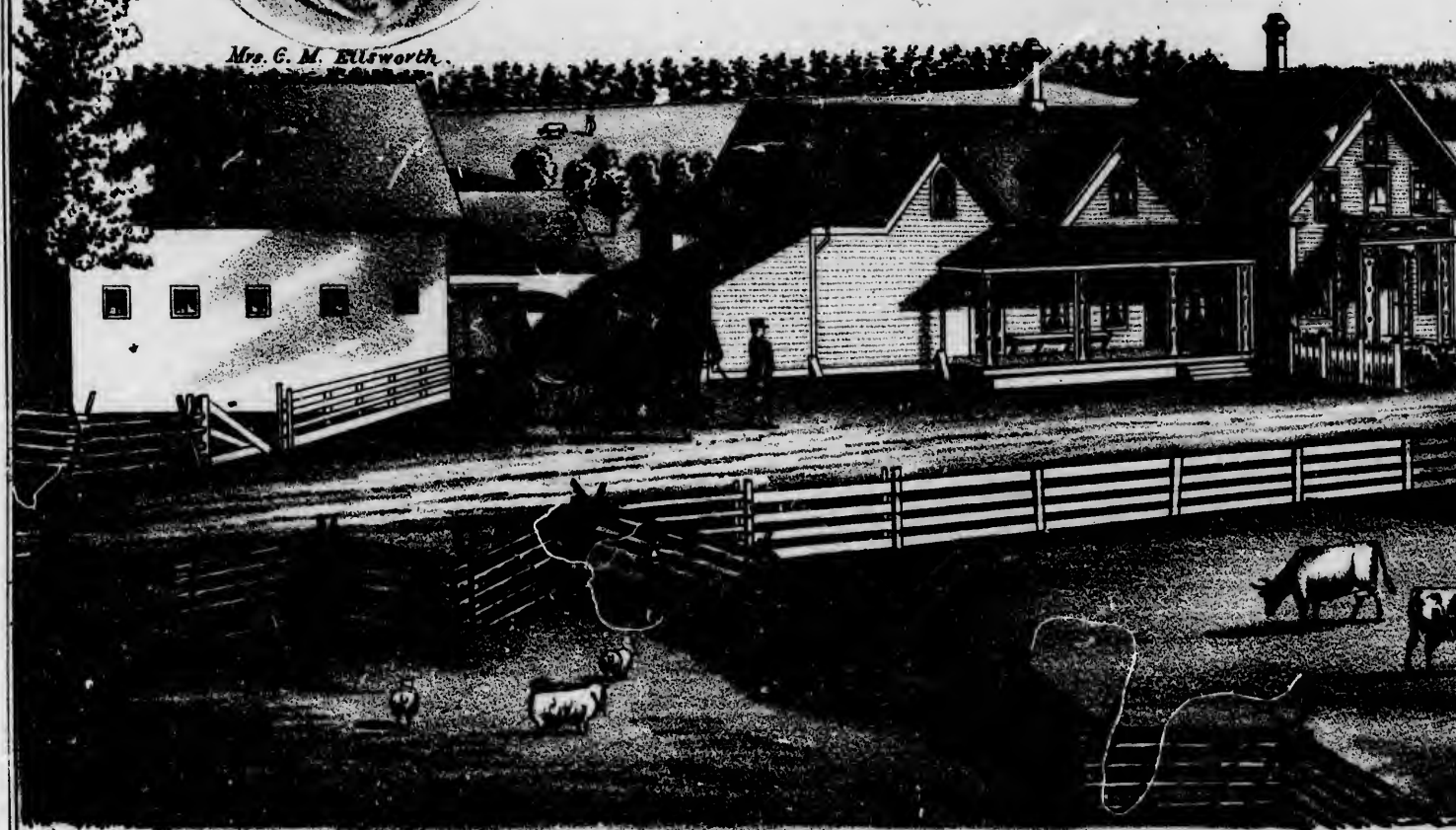
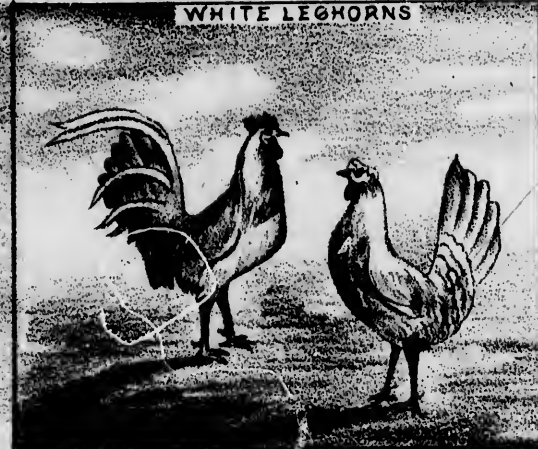
RES. OF **WM MEAD PATTISON ESQ.**, COLLECTOR OF CUSTOMS, CLARENCEVILLE QUE.

RES. OF **WM**

WHITE LEGHORNS

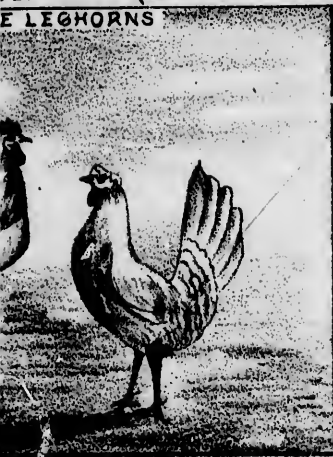


Mrs. G. M. Ellsworth.



THE RES. OF **G. M. ELLSWORTH ESQ.**, HATLE

RES. OF **WM T. KNIGHT ESQ.**, SMITH'S MILLS, STANSTEAD CO., QUE.
E LEGHORNS



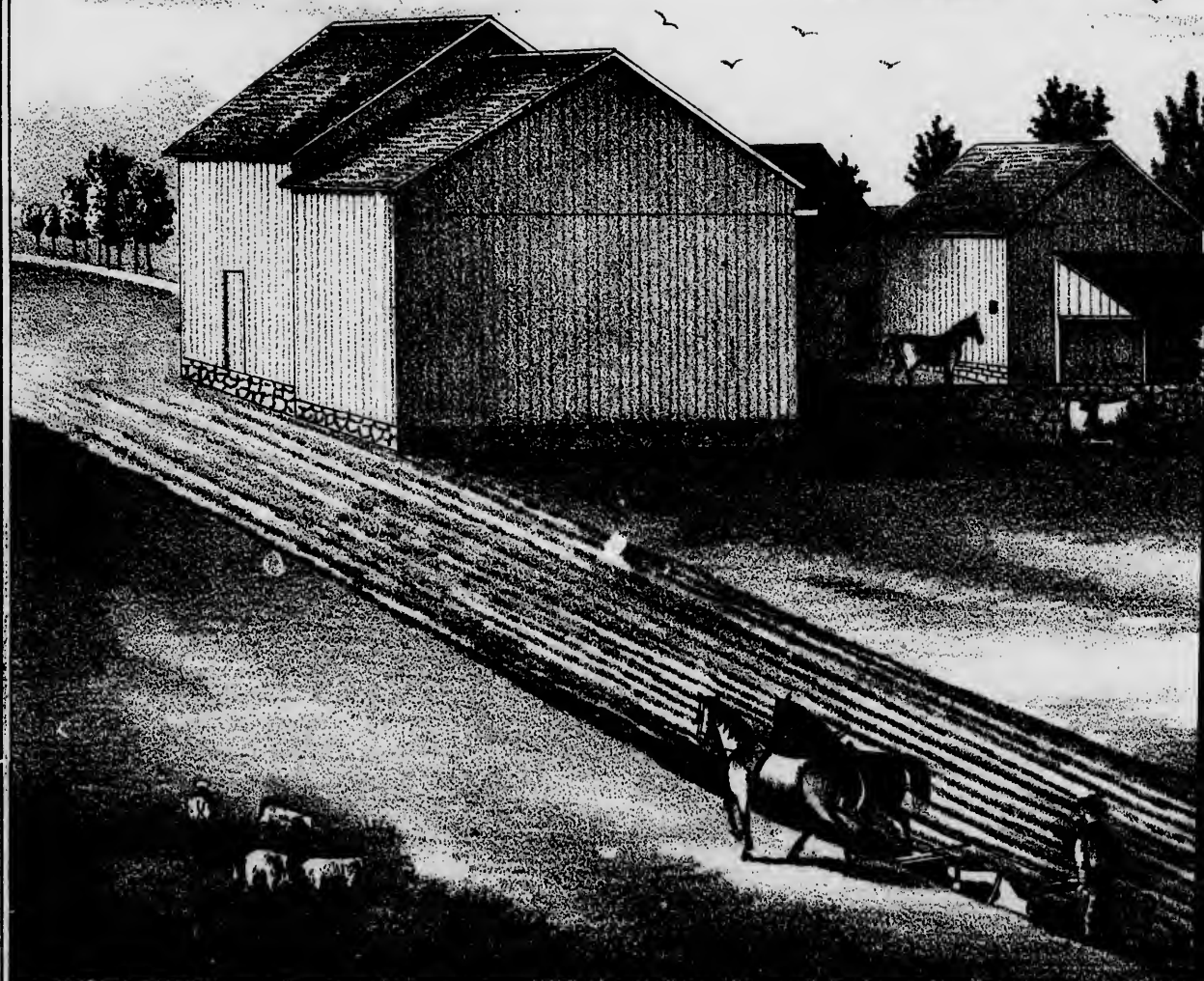
G. M. Ellsworth.



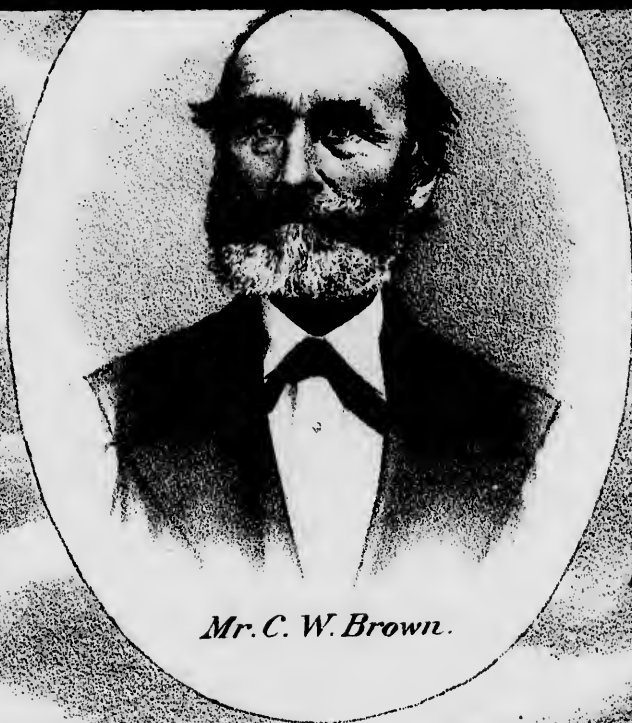
ESQ., HATLEY TP, STANSTEAD CO., QUE.



Mrs. C. W. Brown.



THE RES. OF C. W. BROWN ESQ, STANSTE

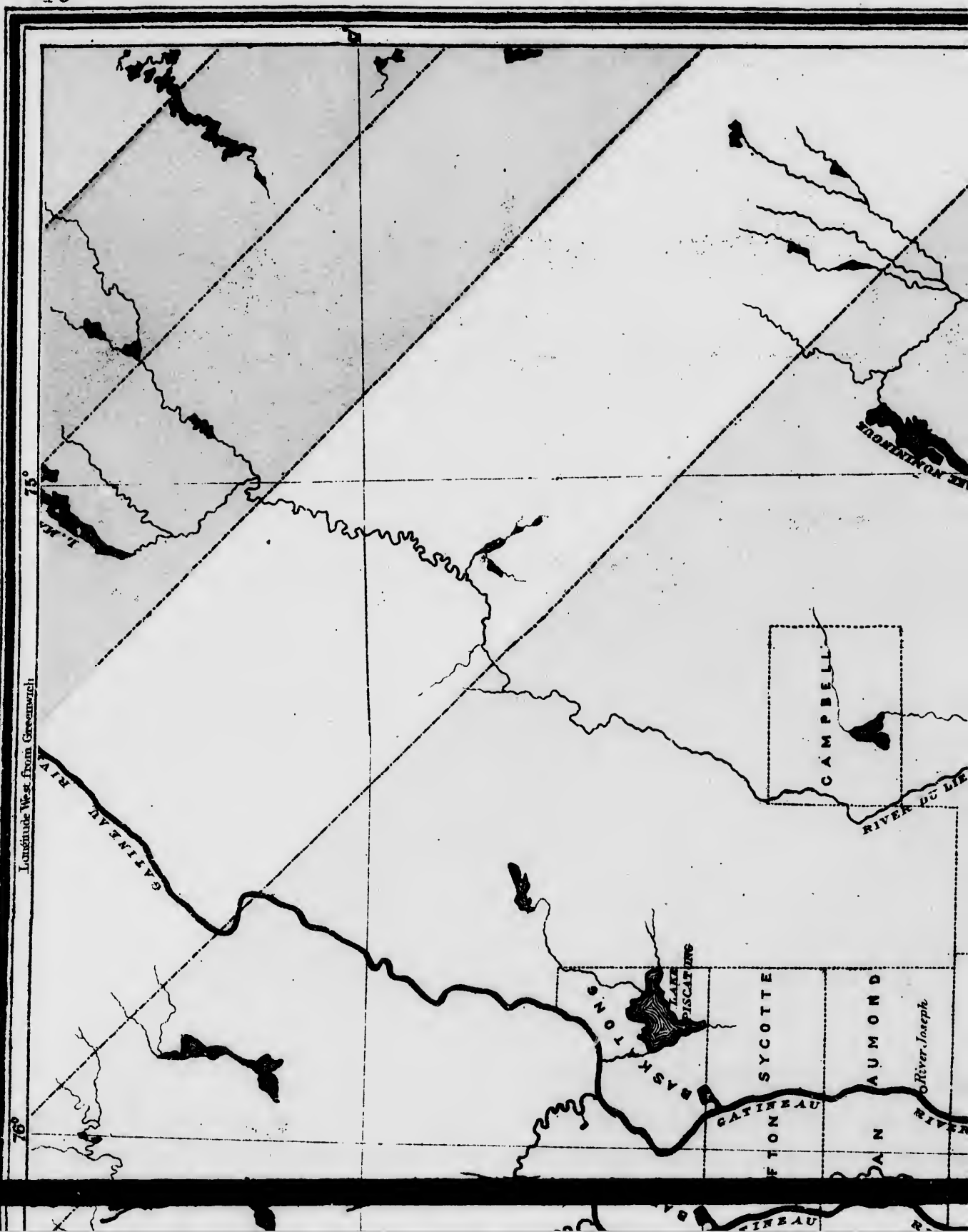


Mr. C. W. Brown.

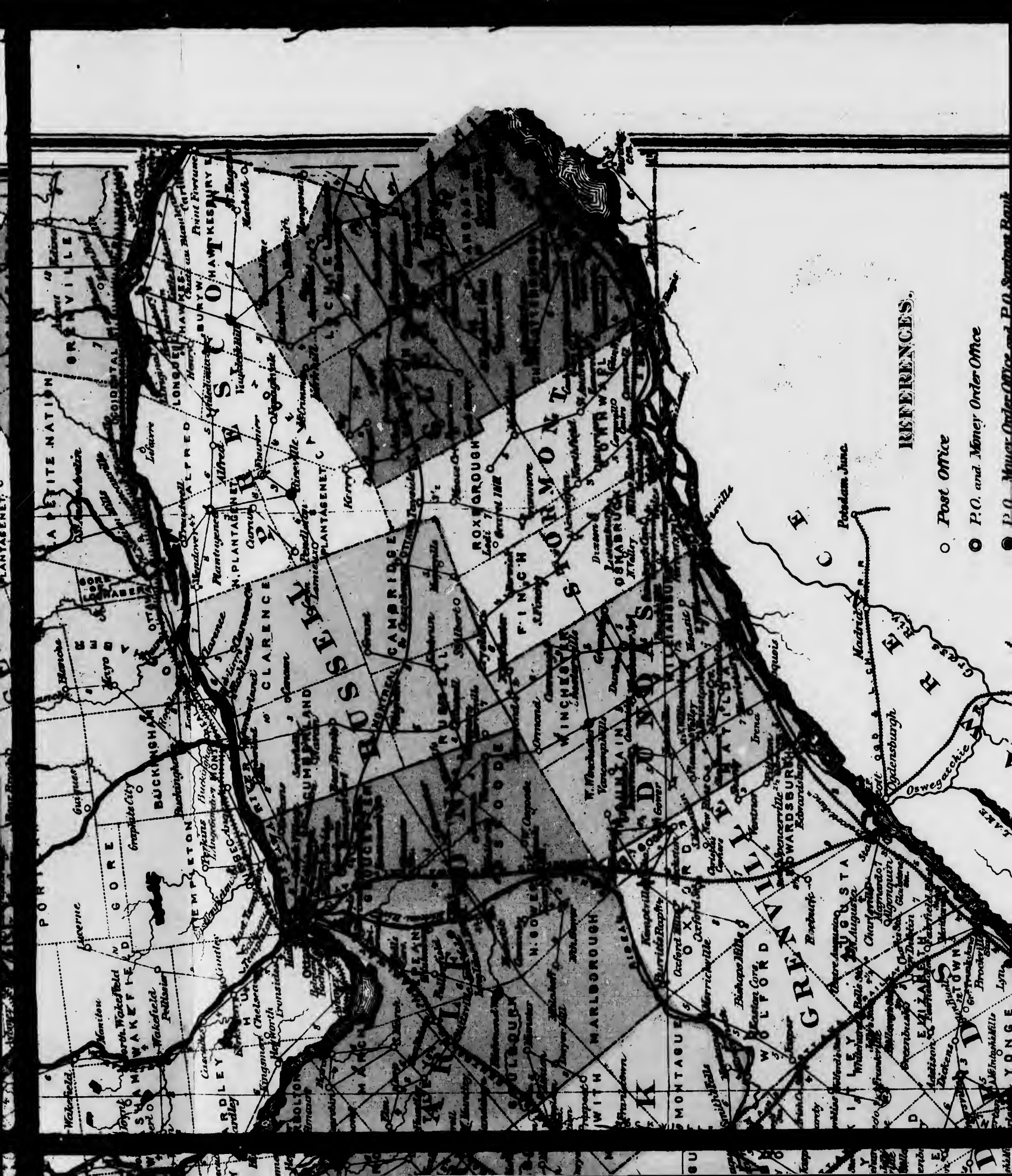


ESQ, STANSTEAD TP, STANSTEAD CO, PQ. CON8, LOT 17.

PRINTED BY ROLPH, SMITH & CO TORONTO







REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O. Money Order Office and P.O. Savings Bank

REFERENCES.

- Post Office
- P.O. and Money Order Office
- P.O., Money Order Office and P.O. Savings Bank
- Telegraph Station
- △ Port of Entry

○ — — — — — ● Railways completed

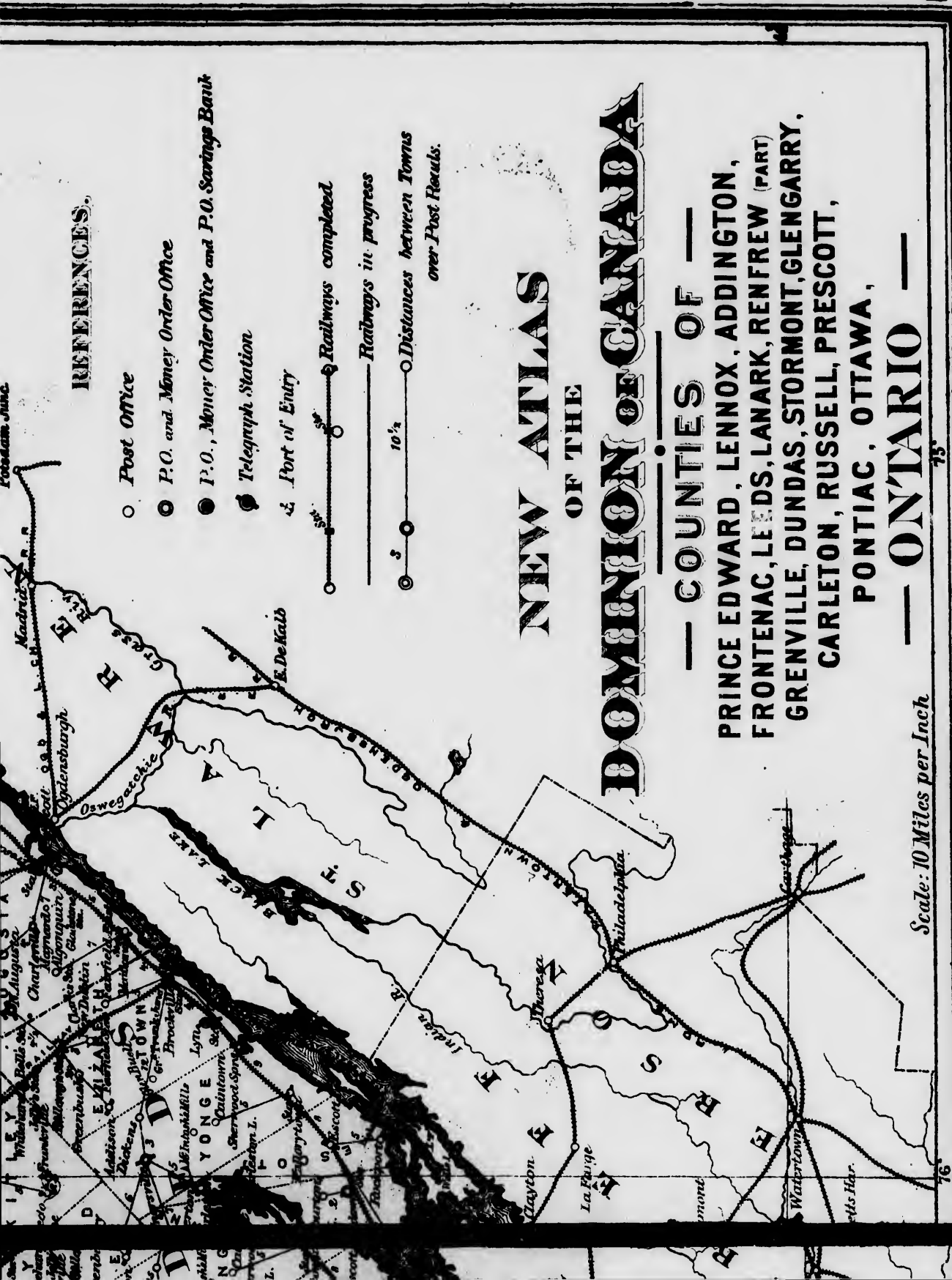
— — — — — Railways in progress

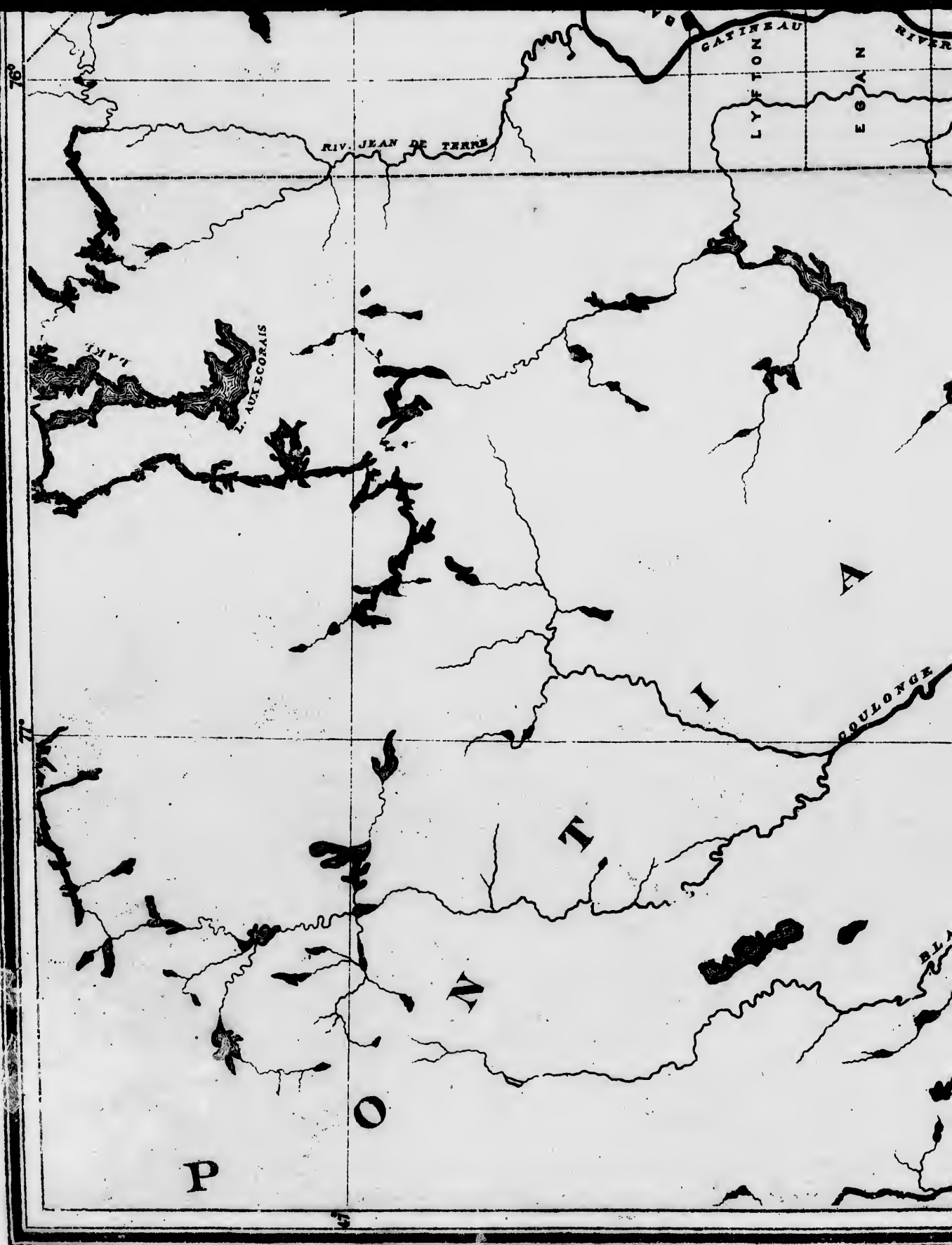
○ — — — — — ○ Distances between Towns
over Post Roads.

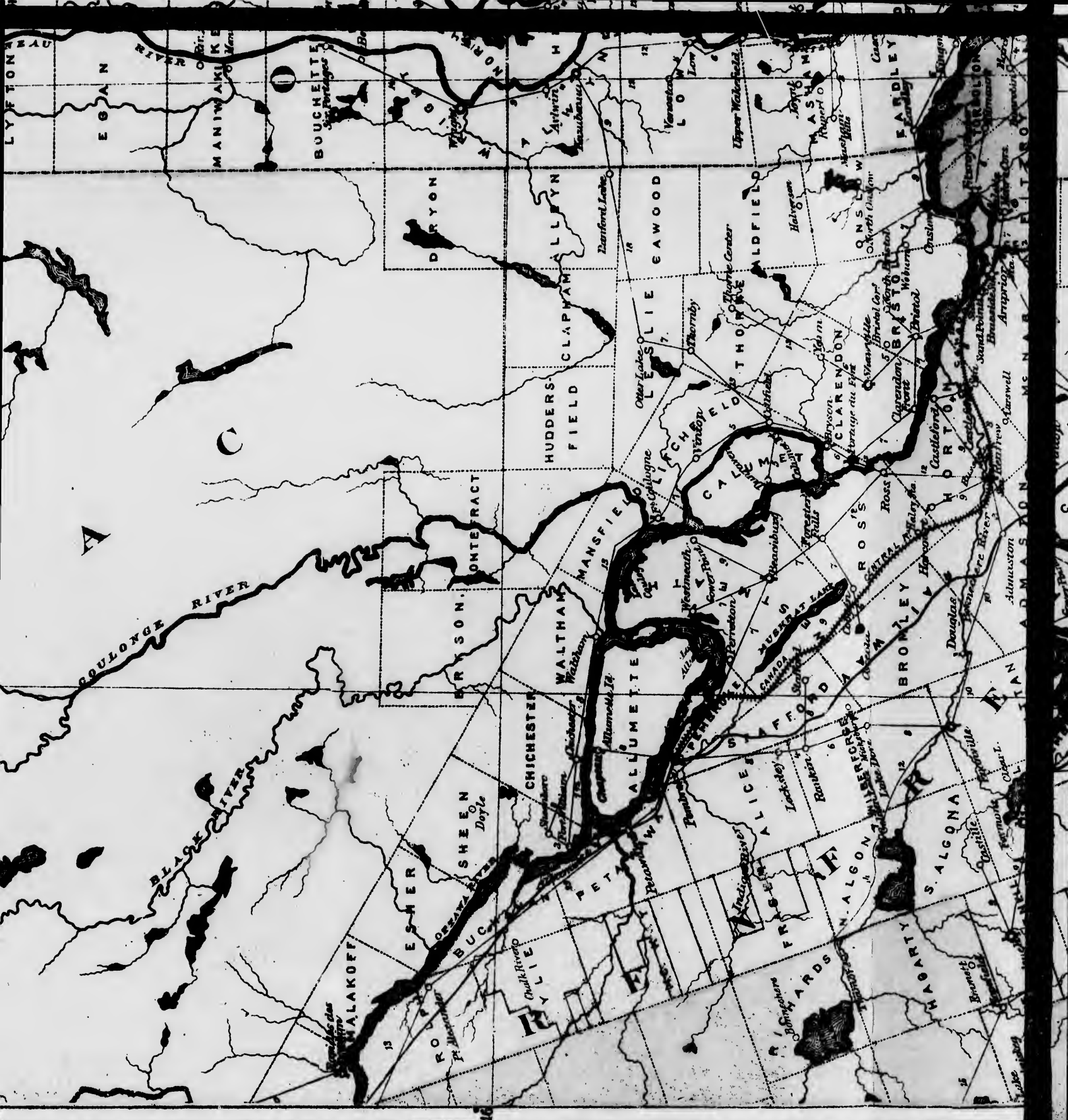
NEW ATLAS OF THE DOMINION OF CANADA

— COUNTIES OF —
PRINCE EDWARD, LENNOX, ADDINGTON,
FRONTENAC, LEEDS, LANARK, RENFREW (PART)
GRENVILLE, DUNDAS, STORMONT, GLENGARRY,
CARLETON, RUSSELL, PRESCOTT,
PONTIAC, OTTAWA,
— ONTARIO —

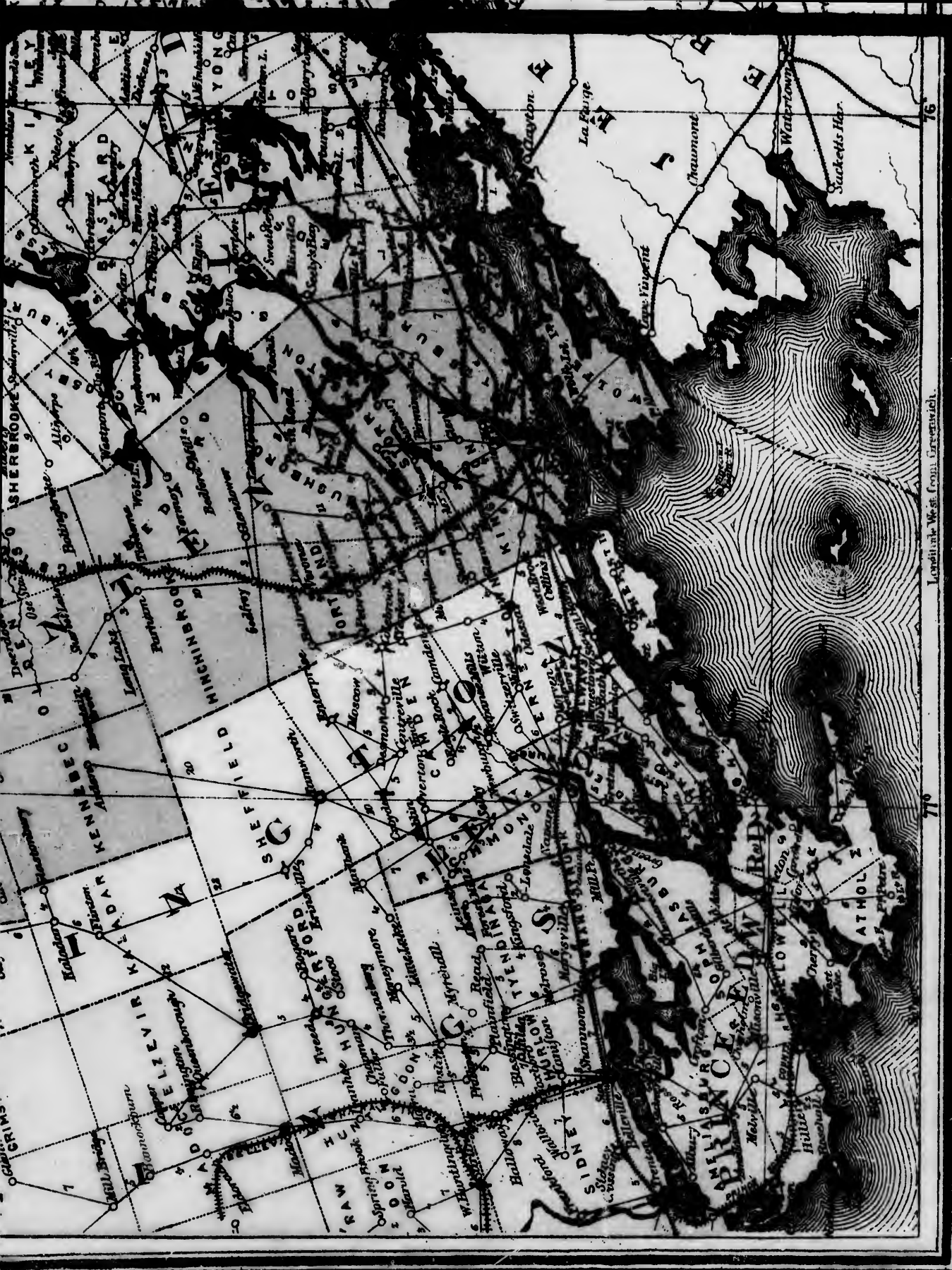
Scale: 10 Miles per Inch











Longitude West from Greenwich.

71°

76°



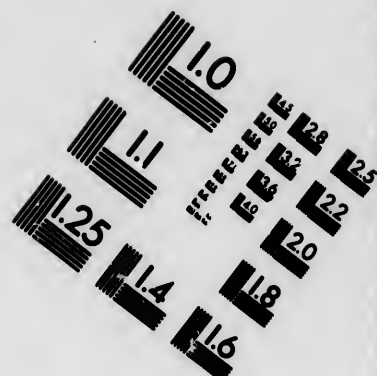
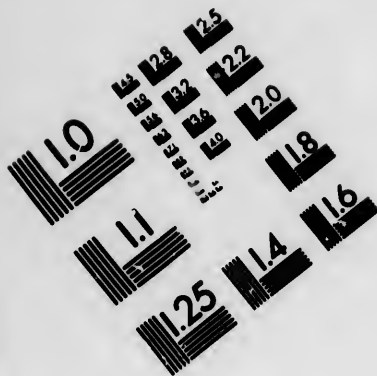
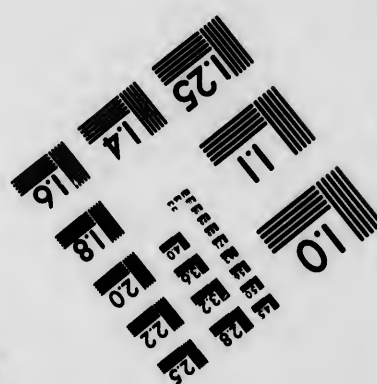
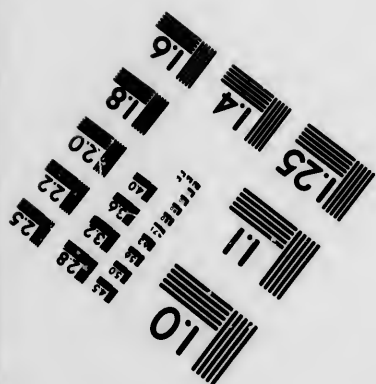
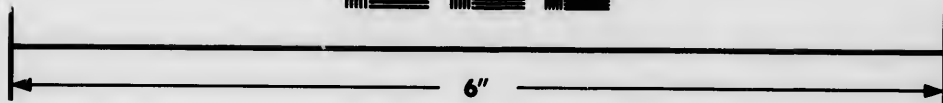
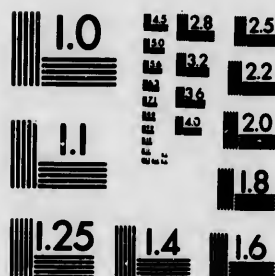


IMAGE EVALUATION TEST TARGET (MT-3)



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Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



David Gairdner,
(DECEASED)
Late Cllc. of Kincardine Tp.
ONT.



Charles Gairdner
Kincardine Tp-



William Hunt.
Arran Tp. - ONT.
One of the first Municipal Council.





Charles Wickham

Kincardine Tp - ONT.



Luke Gardner

Arran Tp. - ONT.





I.R. Ault, J.P.

Reeve of Osnabrock

Aultsville, Stormont Co.





Joseph Hyndman

Ex-Reeve of Mountain Twp.

Dundas Co.





Ira Fullford,
One of the 1st Settlers of Teeswater,
ONT.

John
Arran Tp

James Reekie,
(DECEASED)
Settled in Kincardine Tp, 1854
ONT.
Formerly in British Navy.



Yours Truly
Thomas Beerman
Kilderslie Tp. ONT.

W.
Ex R.



John Douglass
Arran Tp. - ONT.



Yours truly
Wm. H. H. H. H.
Hanover, Ont.



William Miller,
Ex Reeve of Kincardine Tp.
ONT.



John F.

Osnab.

Andrew Hodge
(deceased.) Cornwall.

John R. Wood

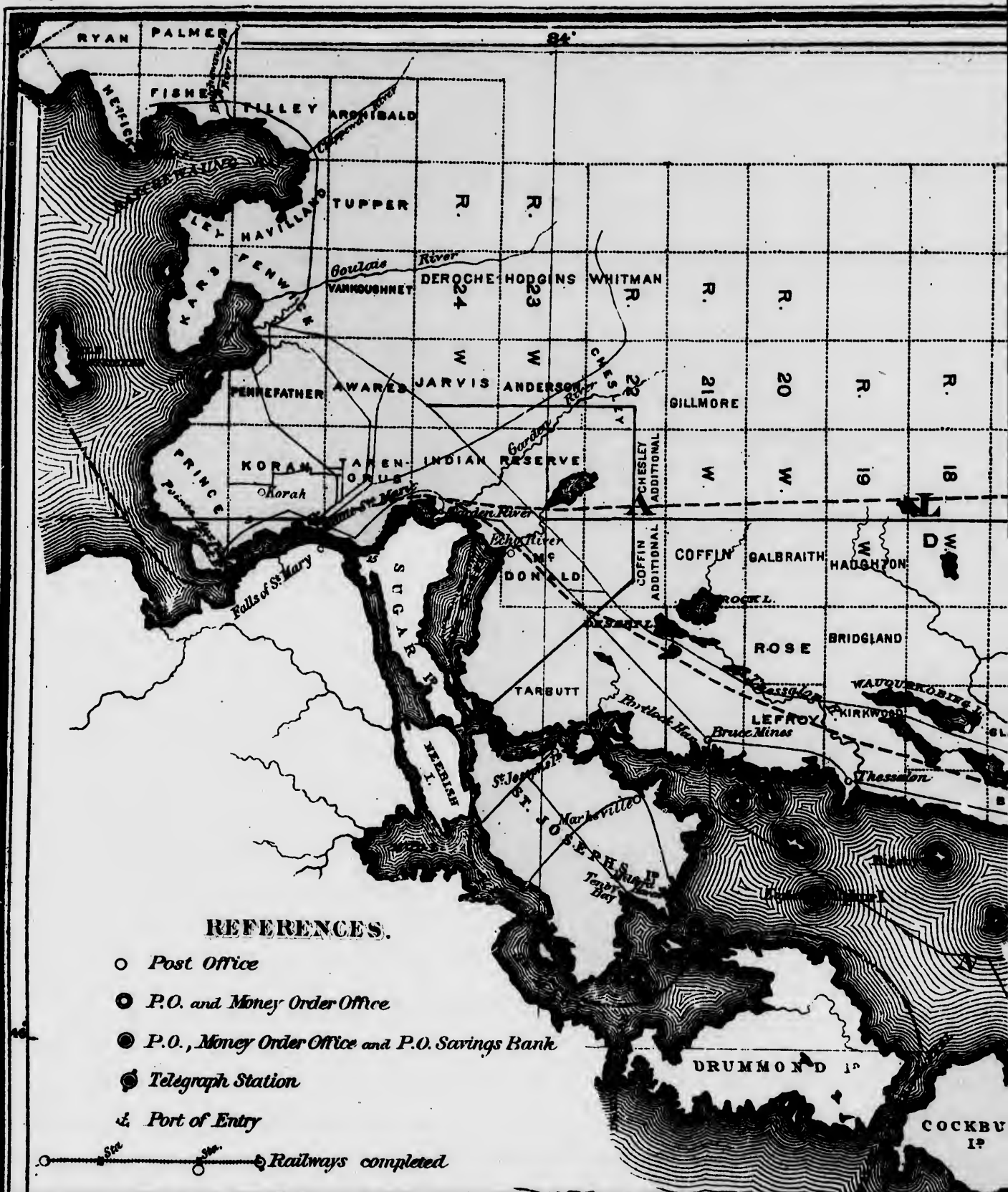
Osnabruck, Stormont Co.

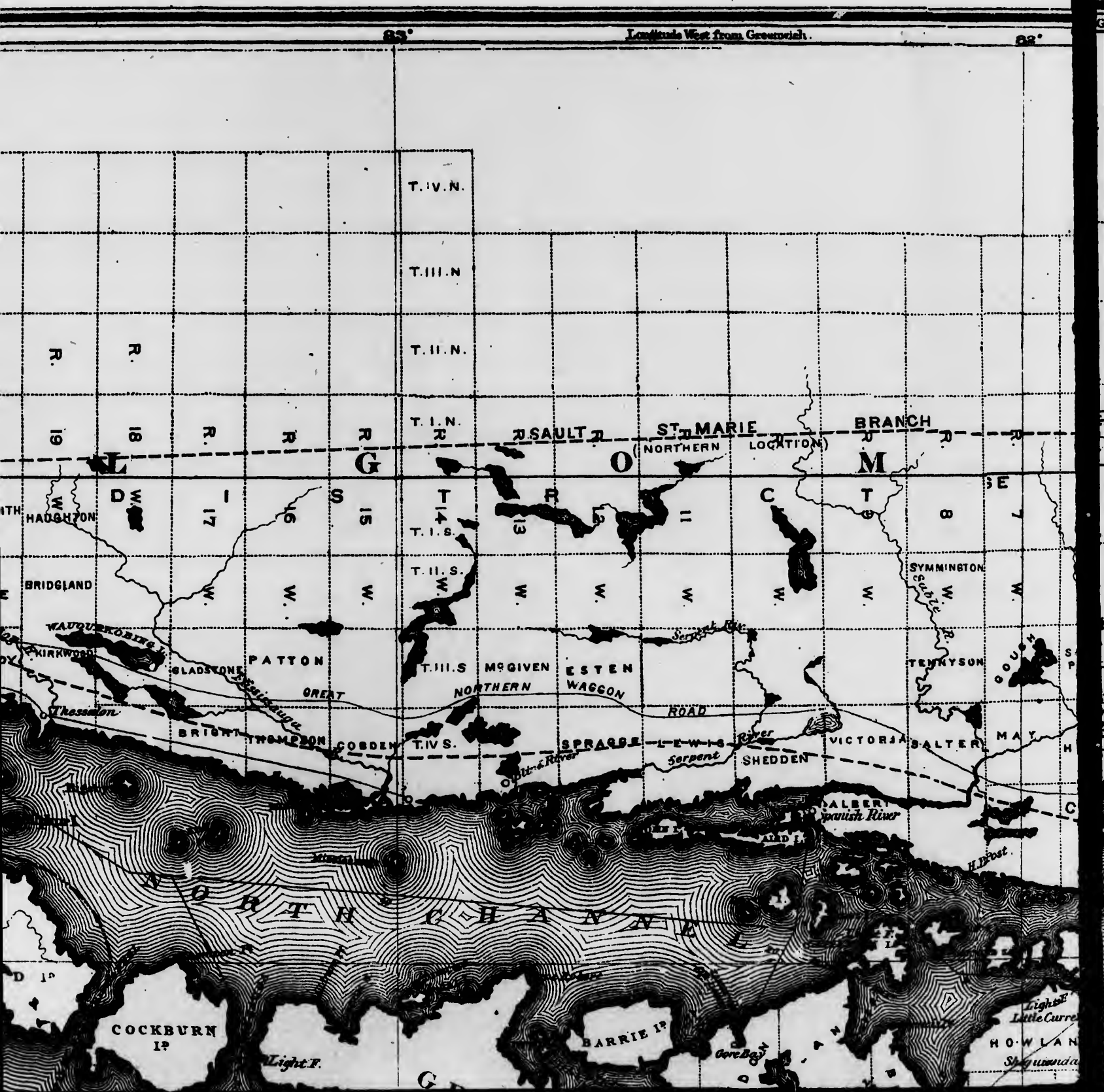


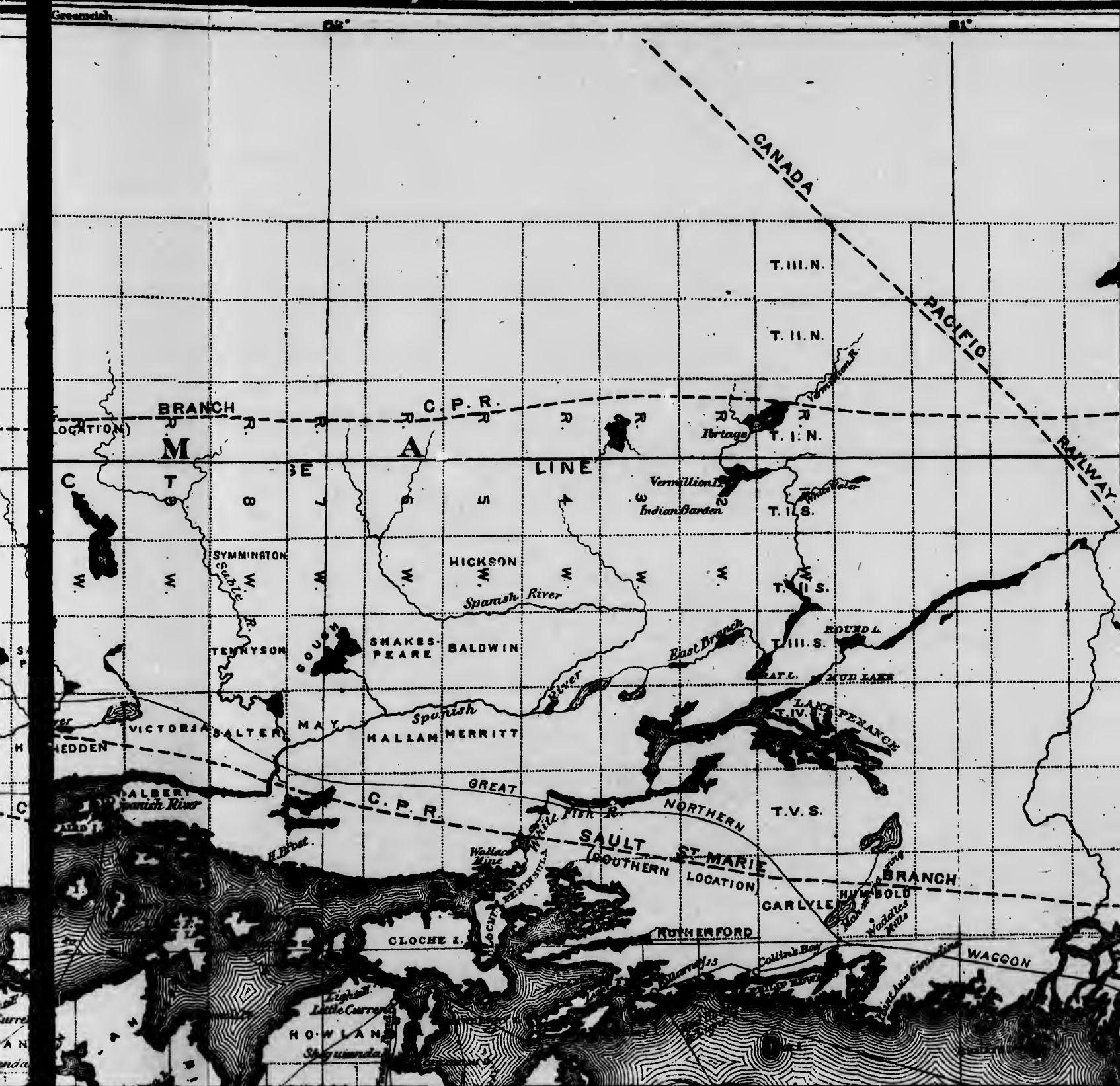
William Binions

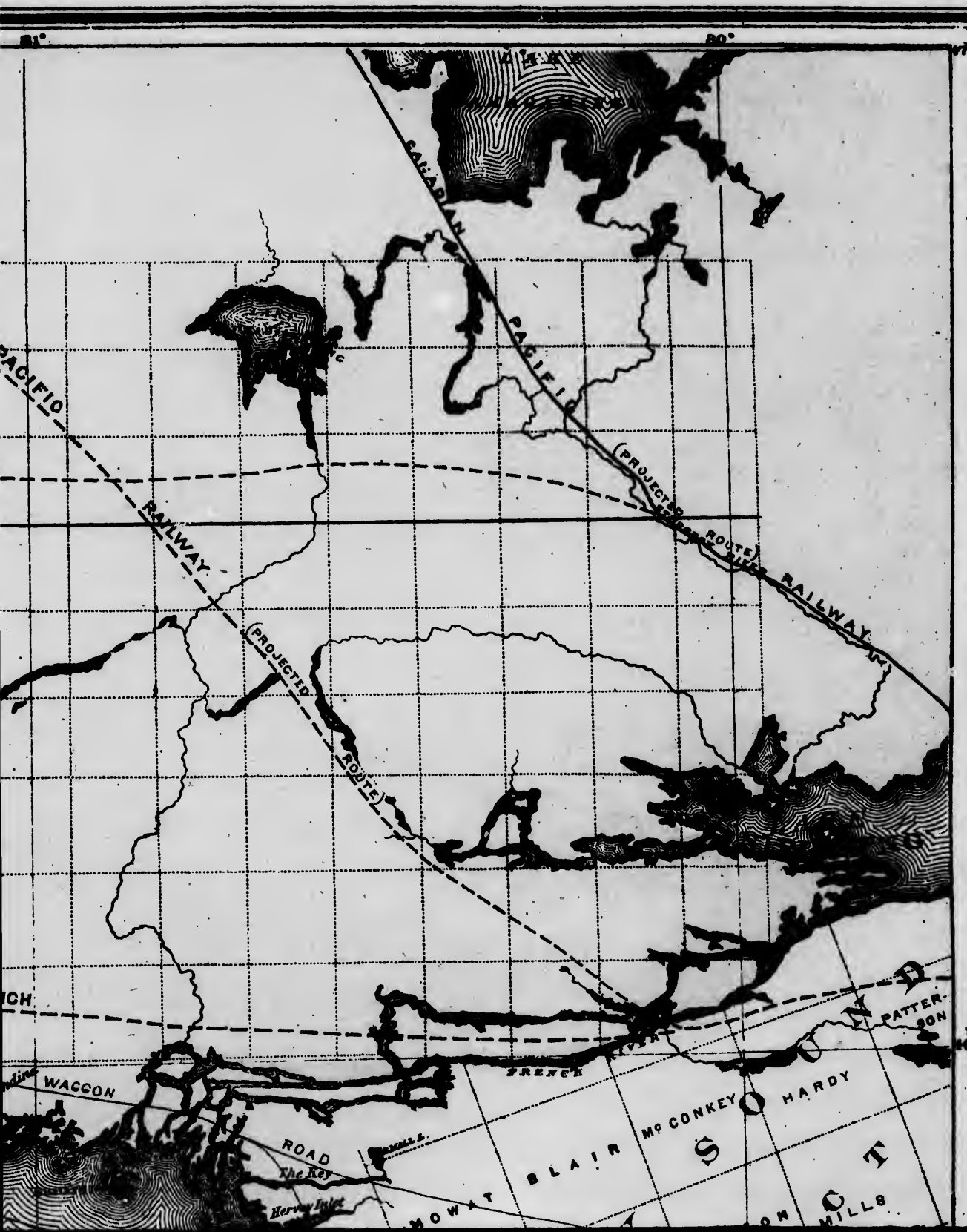
(deceased)

Matilda T^p, Dundas Co.









Port of Entry

—●—●—● Railways completed

———— Railways in progress

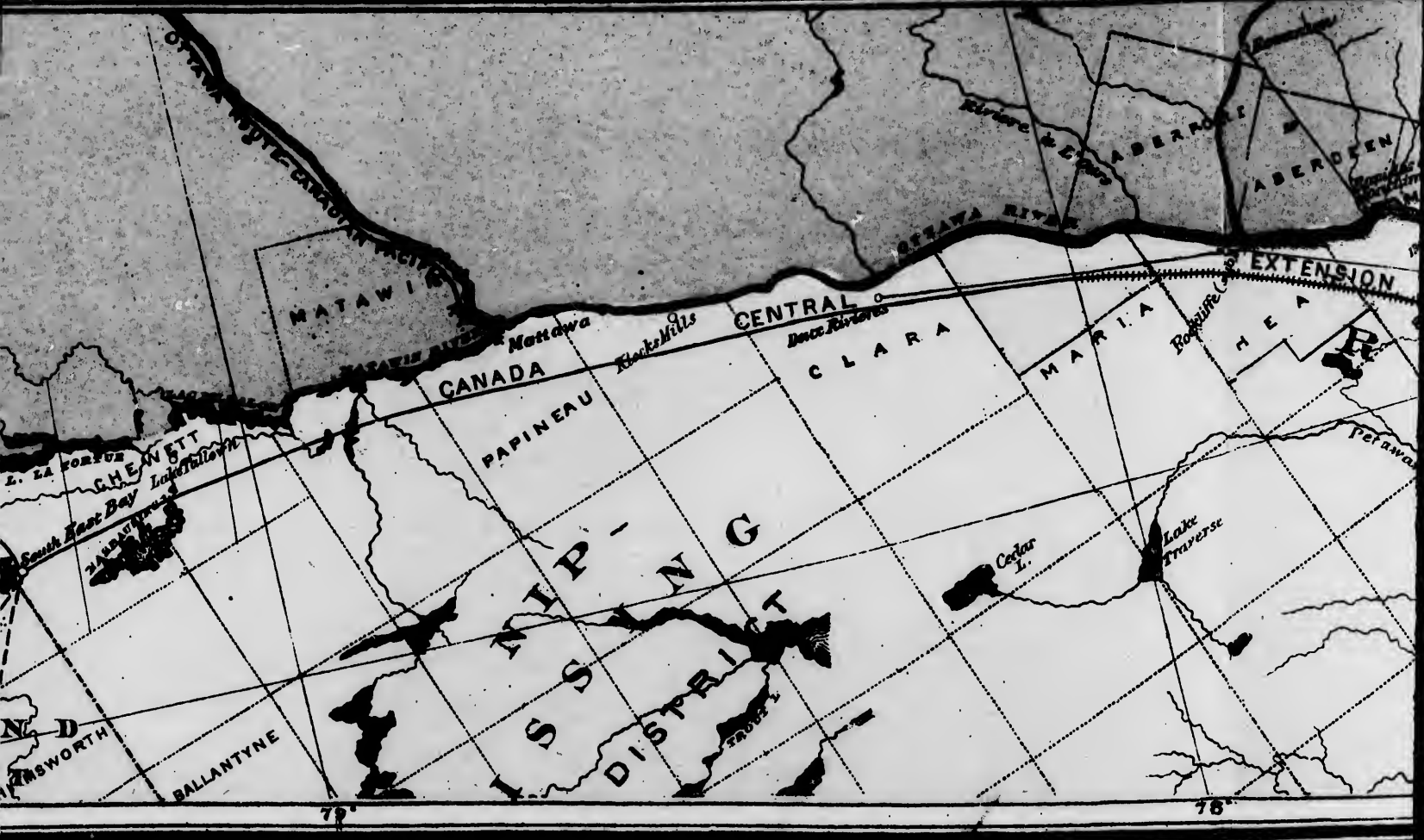
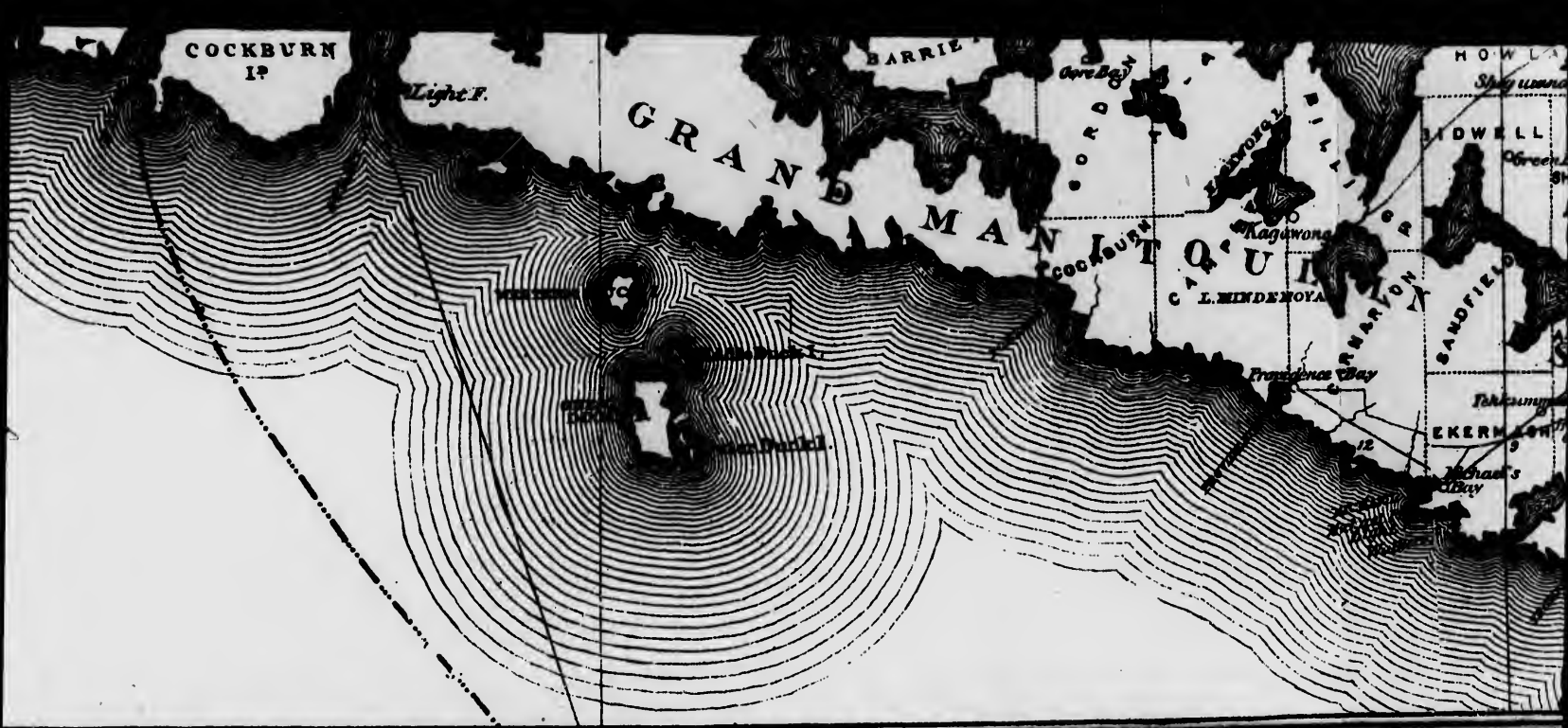
—○—○—○ Distances between Towns over Post Roads.

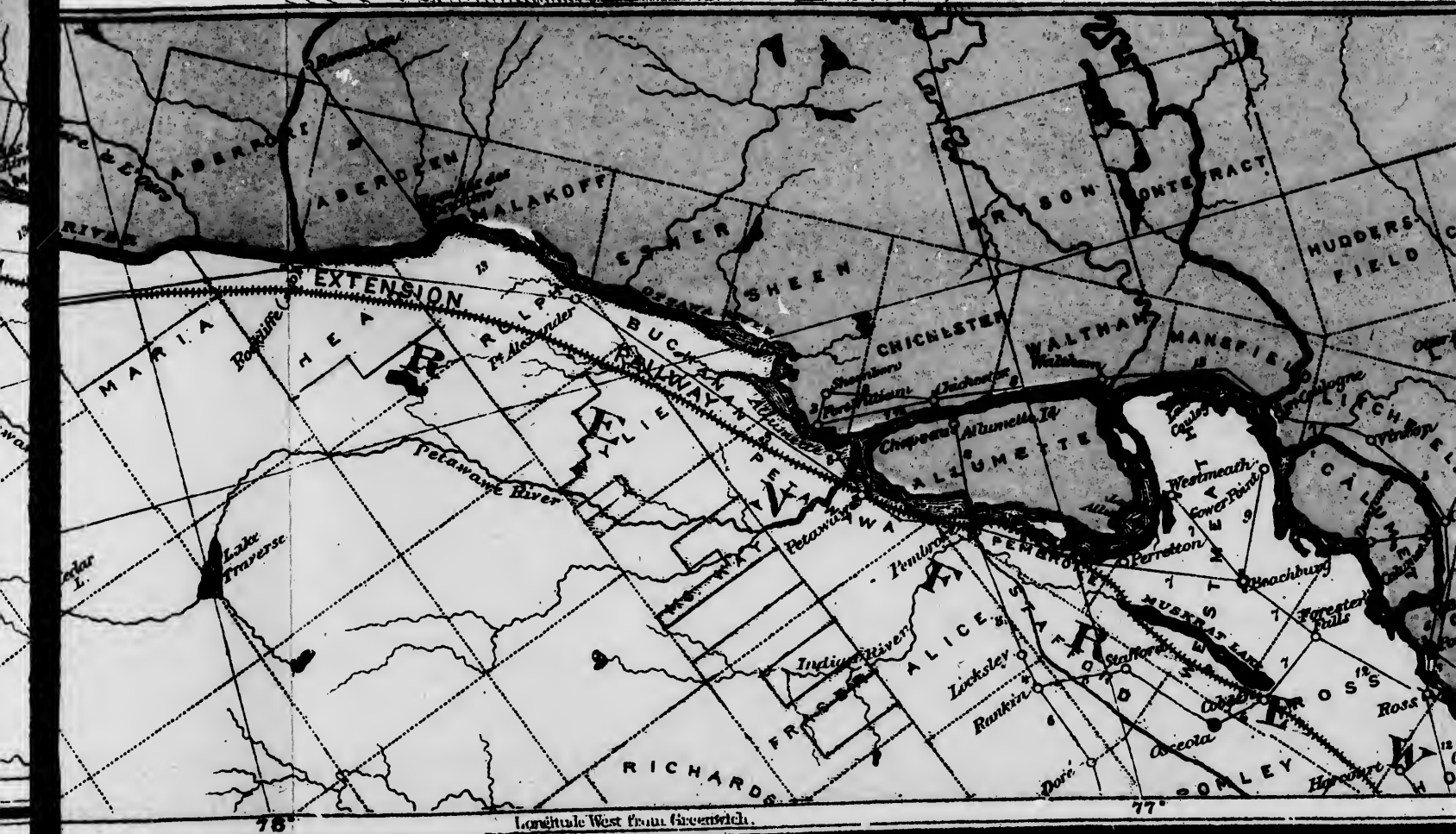
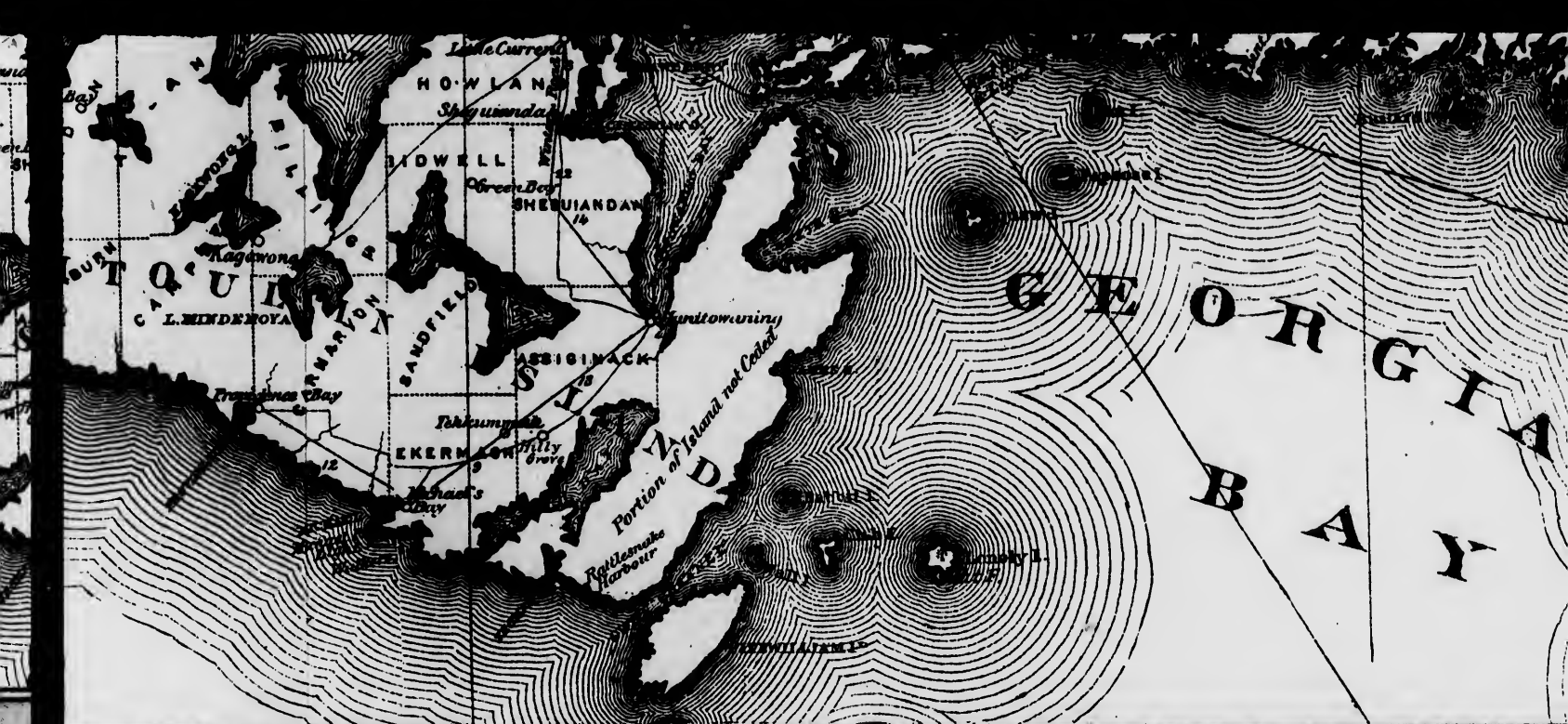
NEW ATLAS OF THE DOMINION OF CANADA

DISTRICTS OF
ALGOMA, PARRY SOUND (PART)
ALSO PARTS OF
NIPISSING DISTRICT AND RENFREW CO.

Scale: 10 Miles per Inch.

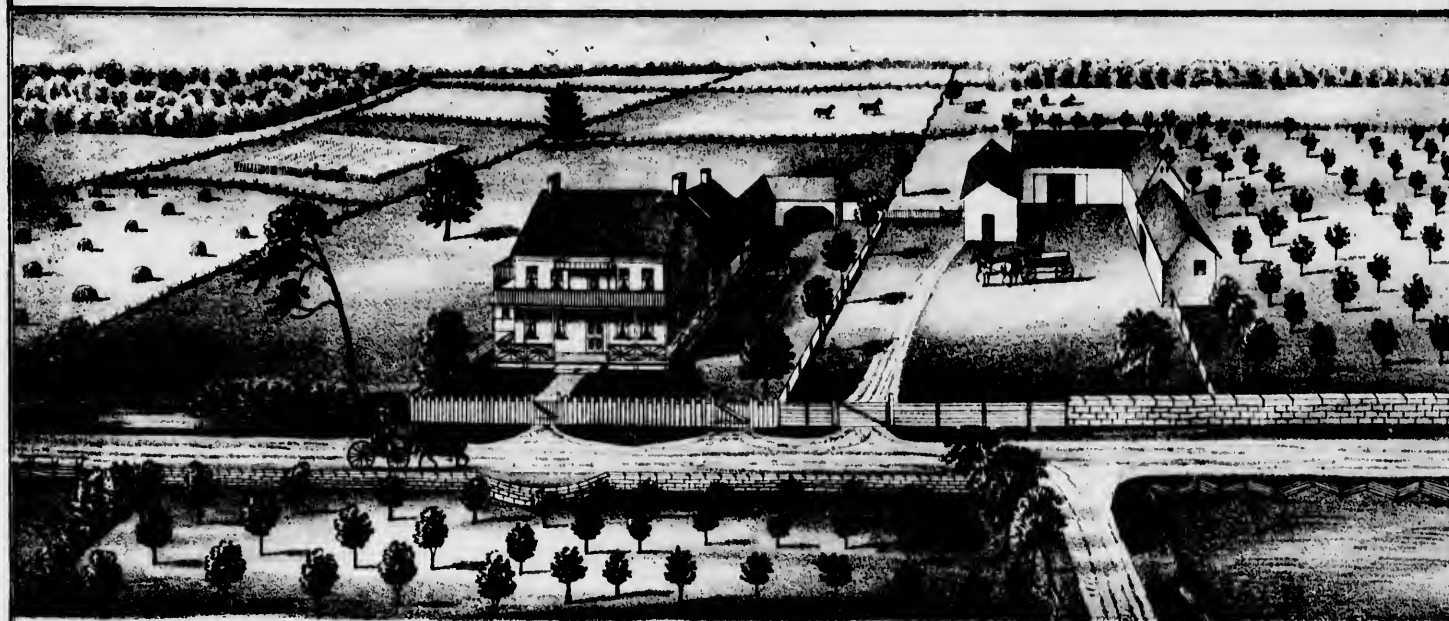




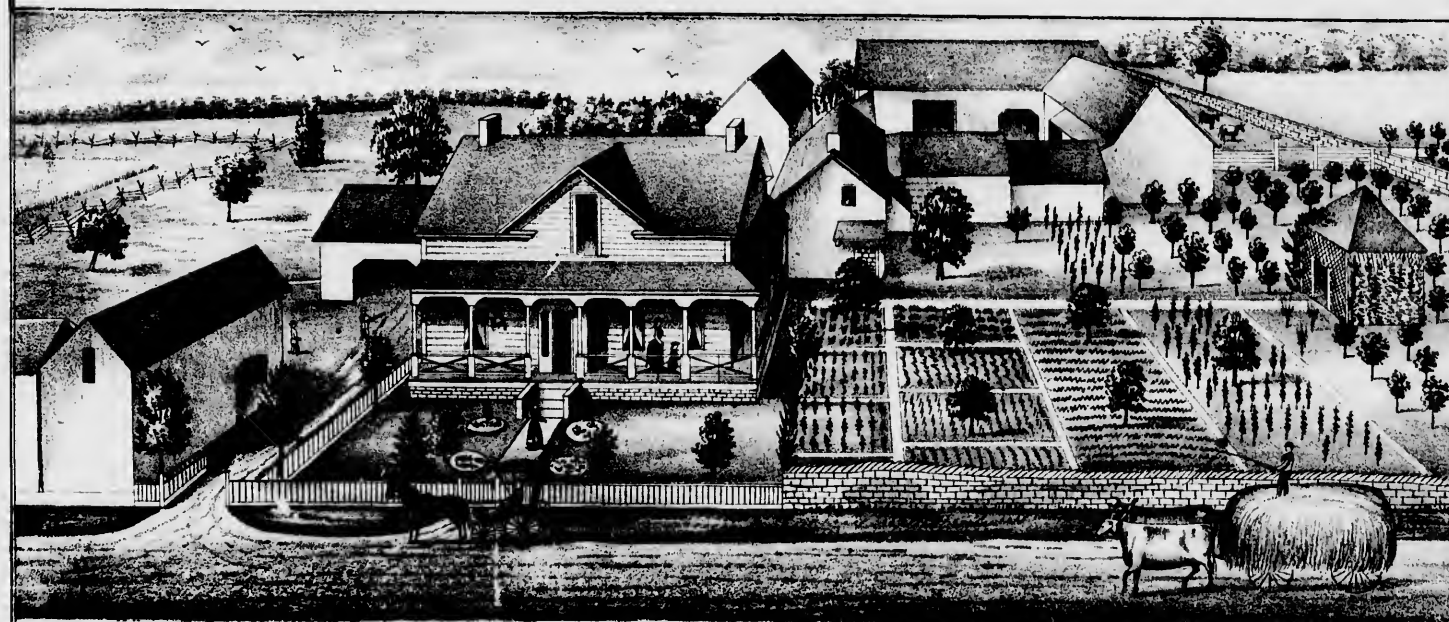


Longitude West from Greenwich.





FARM RES. OF D.A. McPHERSON LANCASTER TP, GLENGARRY CO. ONT.



FARM RES OF BENJAMIN CLARK CON. 5, LOT 8, CHARLOTTENBURGH TP, GLENGARRY CO. ONT.



*John Little,
(DECEASED)
One of the first Settlers of Brant Tp.
ONT.*



*A. S. Elliot,
Chestey — ONT.*



*Duncan Kerr,
of
Brant Tp. ONT.*



*Thomas Todd,
One of the first Settlers in
Brant Tp. ONT.*



*William Johnston,
or 'King Johnston',
1st Settler in Brant Tp.
ONT.*



*William Millar, J.P.
of Kincardine Tp.
ONT.*



*Christian Hasselberger,
2nd Settler in Hanover
ONT.*



*Andrew Bingham,
Pioneer of Carrick Tp.
ONT.*



*Duncan Kerr,
of
Brant Tp. ONT.*



*William Miller, J.P.
of Kincardine Tp.
ONT.*



*Thomas Todd,
One of the first Settlers in
Brant Tp. ONT.*



*William Johnston
or "King Johnston"
1st Settler in Brant Tp.
ONT.*



*Christian Haasengraber,
2nd Settler in Hanover
ONT.*



*Andrew Bingham,
Pioneer of Carrick Tp.
ONT.*

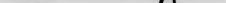


*Richard Guinn
DECEASED.
One of the 1st Settlers of Brant Tp.
ONT.*

*John Geringer,
BRANT TP, ONT.*

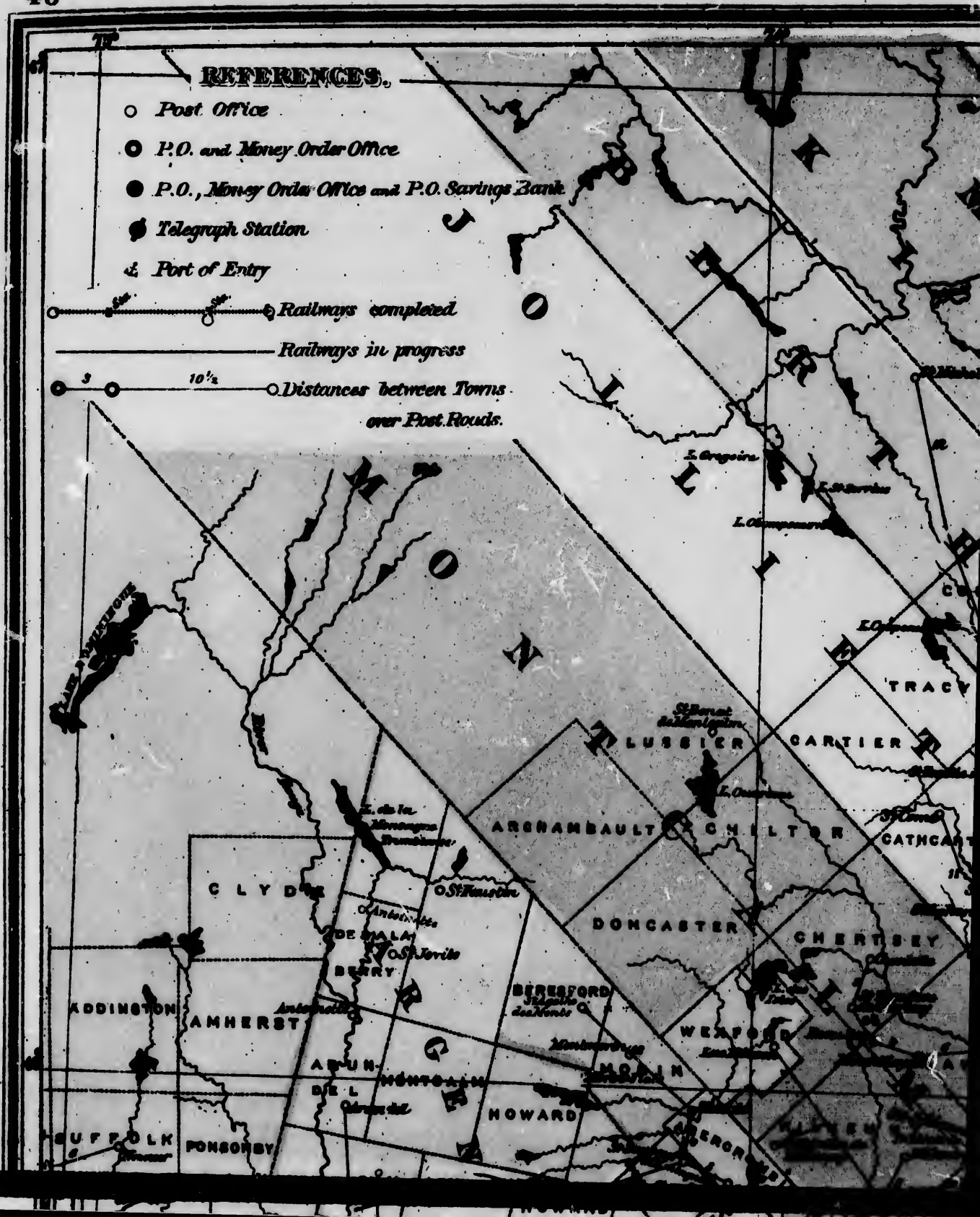
REFERENCES.

- *Post Office*
- *P.O. and Money Order Office*
- *P.O., Money Order Office and P.O. Savings Bank*
- *Telegraph Station*
- ⚓ *Port of Entry*

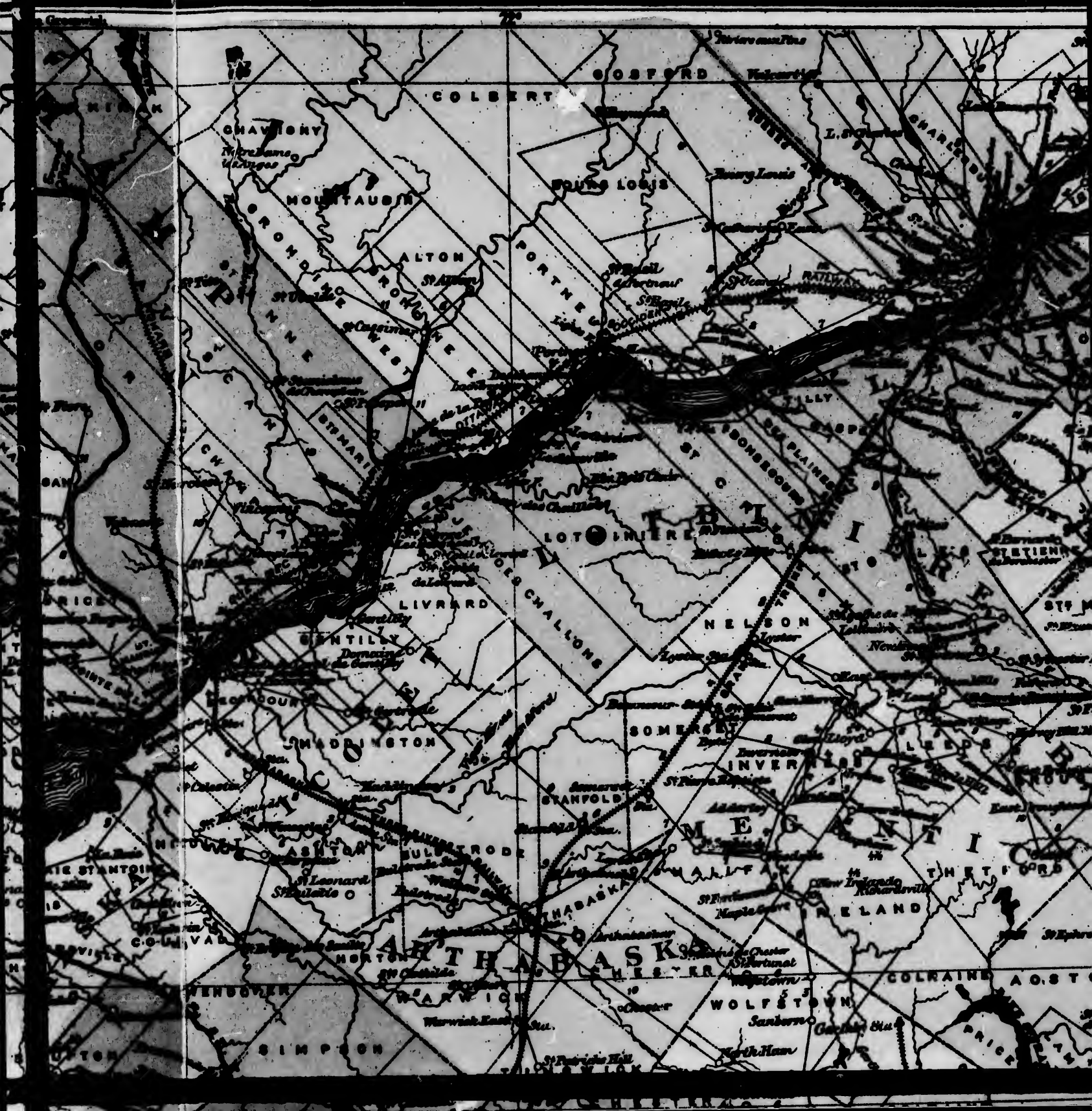
 *Railways completed*

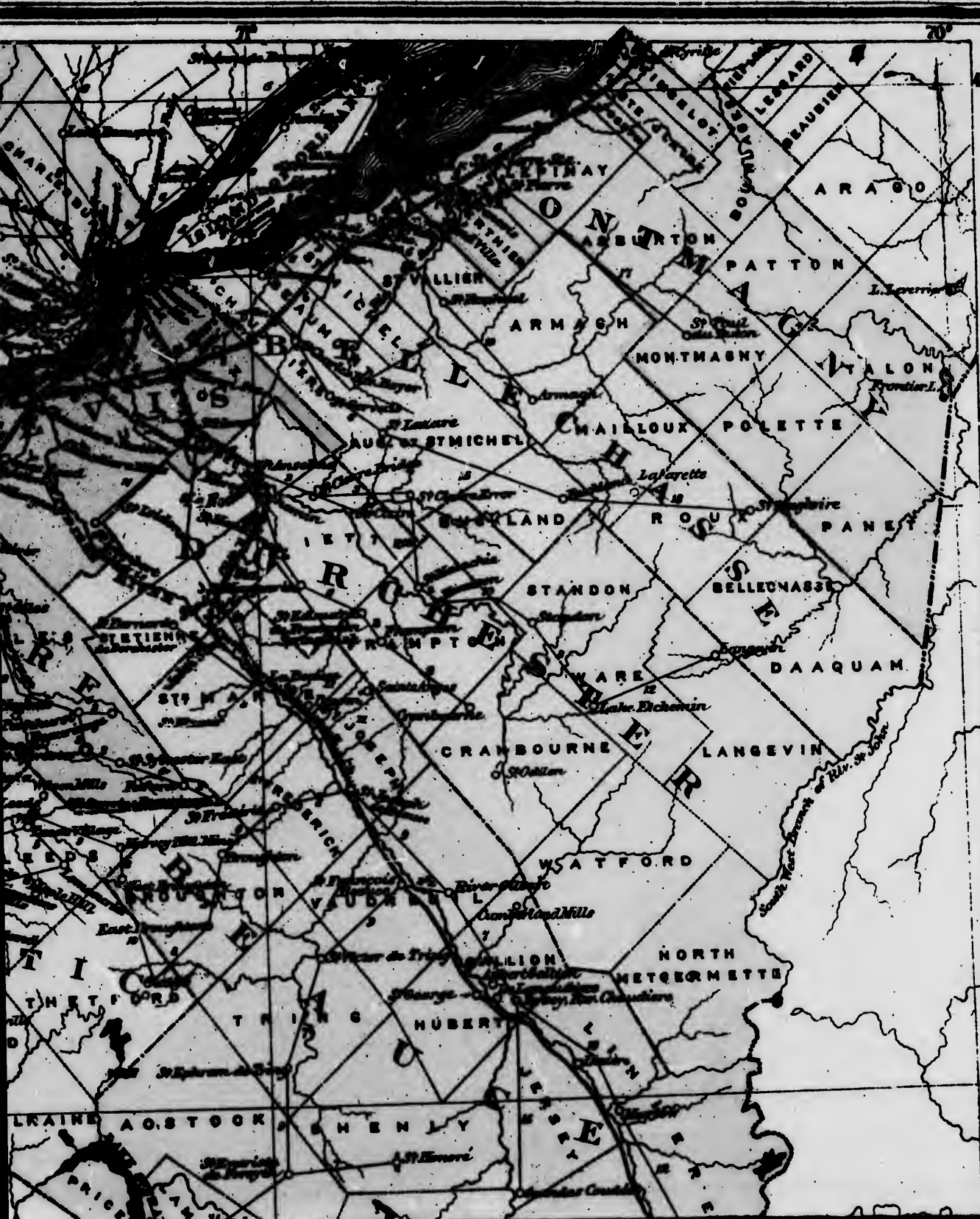
Railways in progress

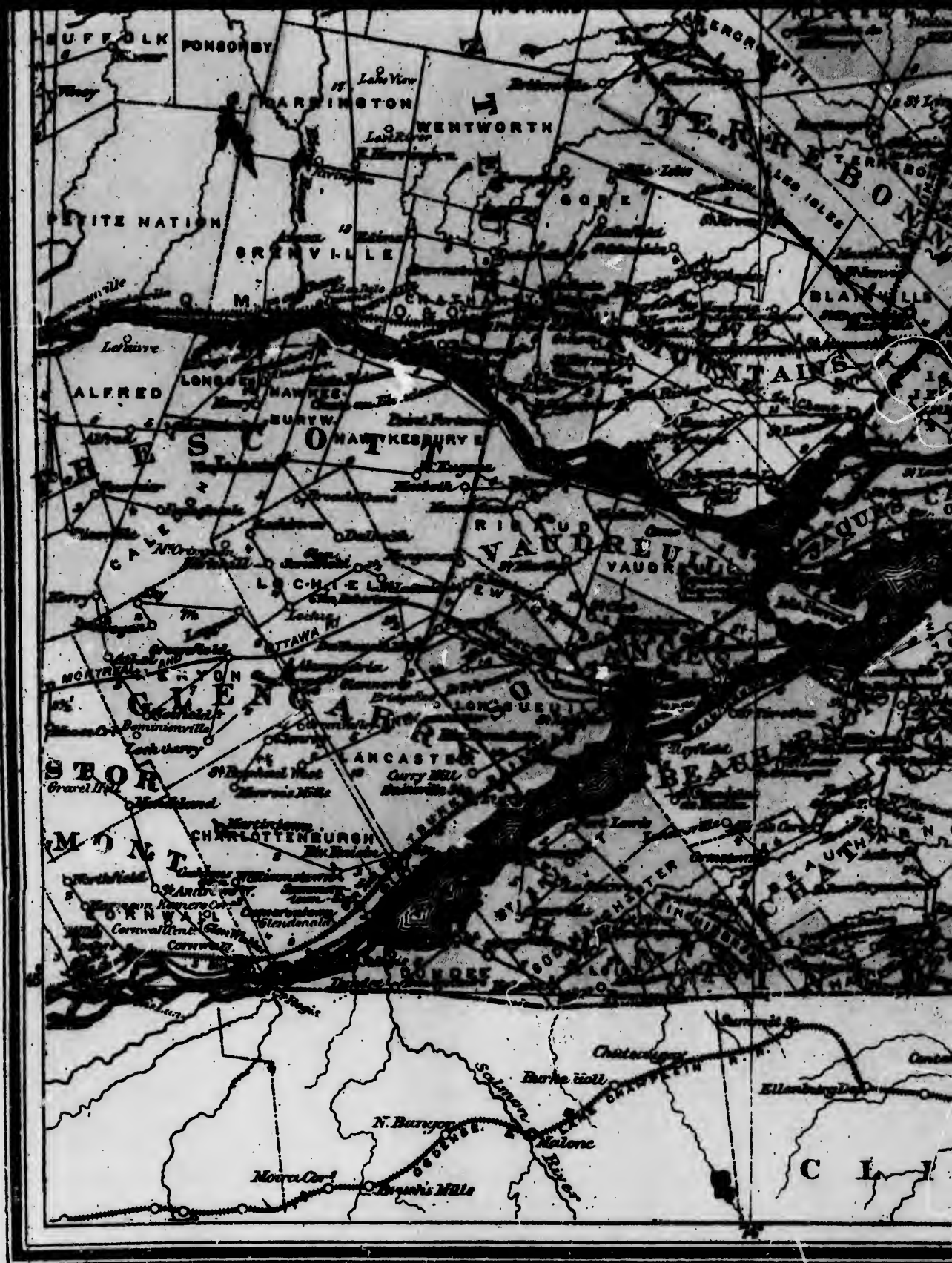
**Distances between Towns
over Post Roads.**













Longitude West from Greenwich.



NEW ATLAS **OF THE** **DOMINION OF CANADA**

— COUNTIES OF —

SOULANGES
VAUDREUIL
TWO MOUNTAINS
ARGENTEUIL
TERREBONNE
MONTCALM
L'ASSOMPTION
LAVAL
JACQUES CARTIER
HOCHELAGA
JOLLIETTE
BERTHIER

CHAMBLY
ROUVILLE
VERCHERES
ST HYACINTHE
RICHELIEU
YAMASKA
DRUMMOND
BAGOT
SHEFFORD
BROME
NICOLET
ARTHABASKA

MASKINONGE
ST MAURICE
CHAMPLAIN
HUNTINGDON
BEAUHARNOIS
CHATEAUGUAY
LA PRAIRIE
NAPIERVILLE
ST JOHN
IBERVILLE
MISSISQUOI
MONTMAGNY

RICHMOND
SHERBROOKE
STANSTEAD
LOTBINIERE
MEGANTIC
WOLFE
COMPTON
LEVIS
DORCHESTER
BEAUCE
BELLECHASSE

— QUEBEC —

Miles per Inch.



Mrs. O. G. Brown.



Mr. O. G. Brown.



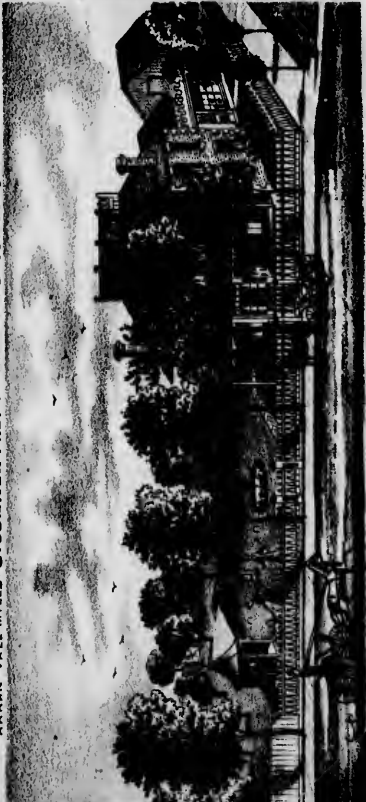
THE RESIDENCE OF O. G. BROWN. STANSTEAD TWP., STANSTEAD CO., P. Q. CON. B. LOT 18



RES. OF H. S. STEVEN, BANK OF HAMILTON, PORT ELGIN, ONT.



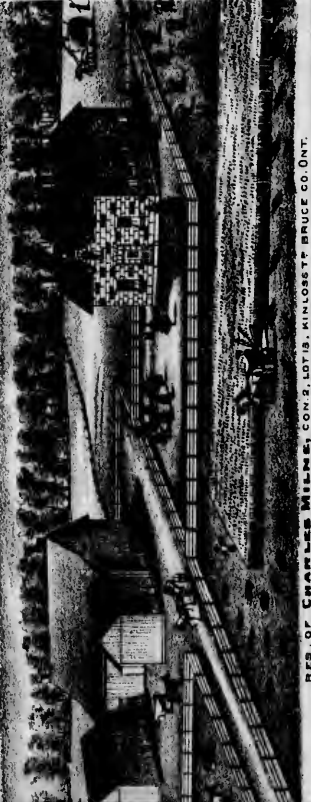
RES. OF S. M. NALLY, MANOVER, GREY CO. ONT.



RES. OF H. S. STEVEN, BANK OF HAMILTON, PORT ELGIN, ONT.



RES. OF S. M. NALLY, MANOVER, GREY CO. ONT.



RES. OF CHARLES MILMS, CON. 2, LOT 32, KINLOSS TWP. BRUCE CO. ONT.



RES. OF CHARLES MILMS, CON. 2, LOT 32, KINLOSS TWP. BRUCE CO. ONT.



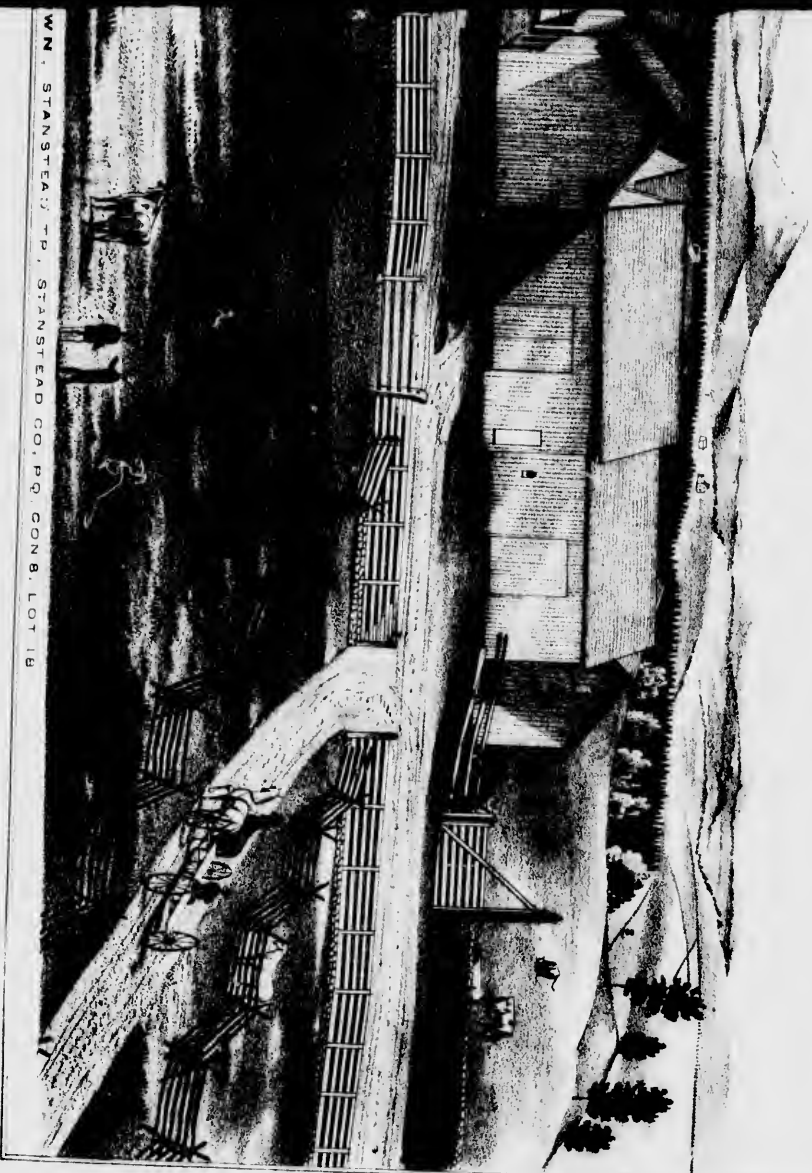
RES. OF J. MURPHY, M.D. MILDWAY, ONT.



RES. OF W. VANDERBILT, TARA, AGRANT TWP. BRUCE CO. ONT.



Mr. O. G. Brown.



W.N. STANSTEAD, TP. STANSTEAD CO., P.Q. CON. B. LOT 18



FOUR MILL FLOUR MILL, AGRIAN VALL MILLS, S. CONWAY PROP. P. ARRAN T. BRUCE CO. ONT. RESIDENCE



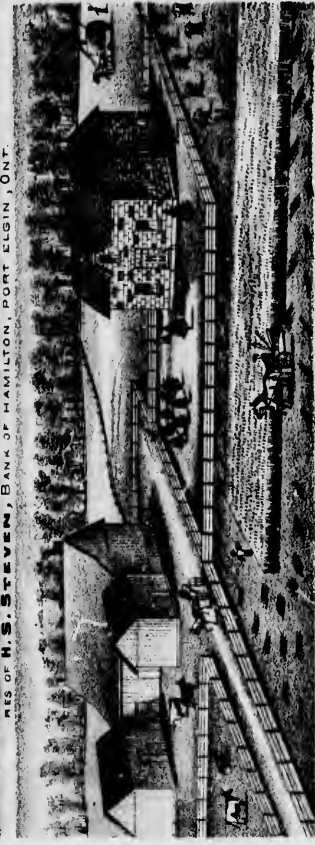
SUNNY X



RES. OF H. S. STEVEN, BANK OF HAMILTON, PORT ELGIN, ONT.



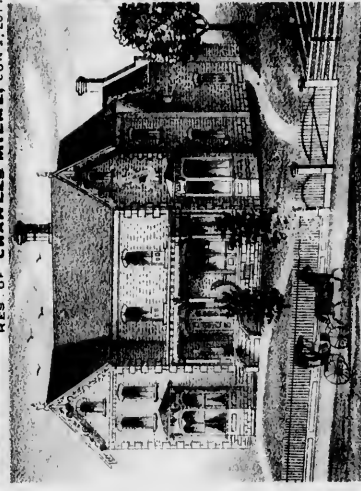
RES. OF RO



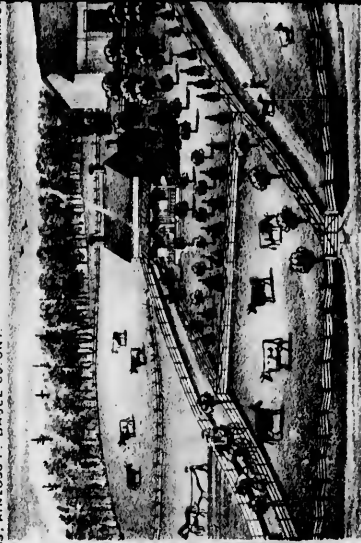
RES. OF CHARLES MILME, CON. 2, LOT 19, KINLOST BRUCE CO. ONT.



GENERAL



RES. OF J. MURPHY, M.D. MIDWAY, ONT.



RES. OF THOS WILSON, CON. 2, LOT 32, CULROSS T. BR



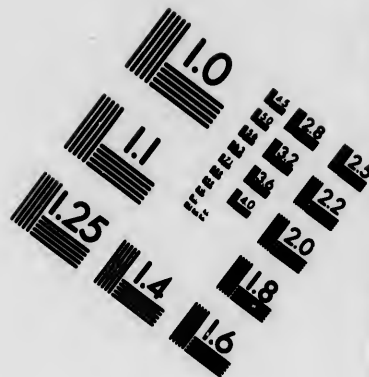
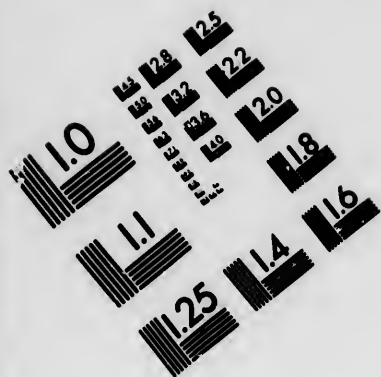
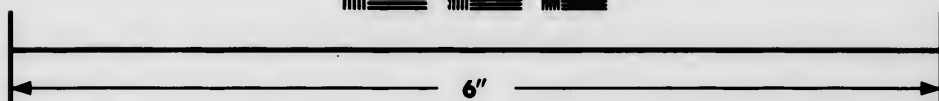
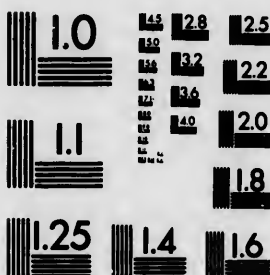


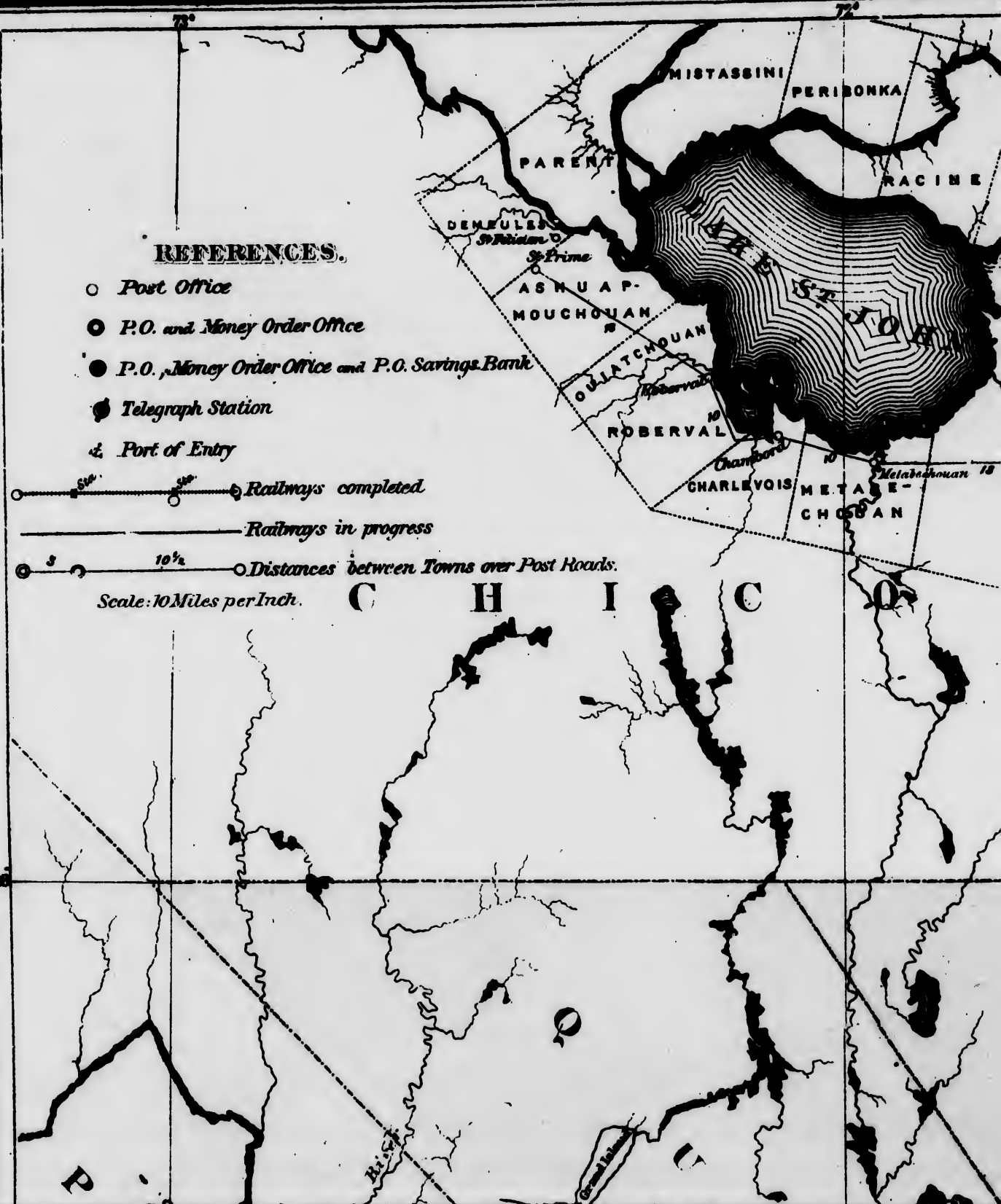
IMAGE EVALUATION TEST TARGET (MT-3)

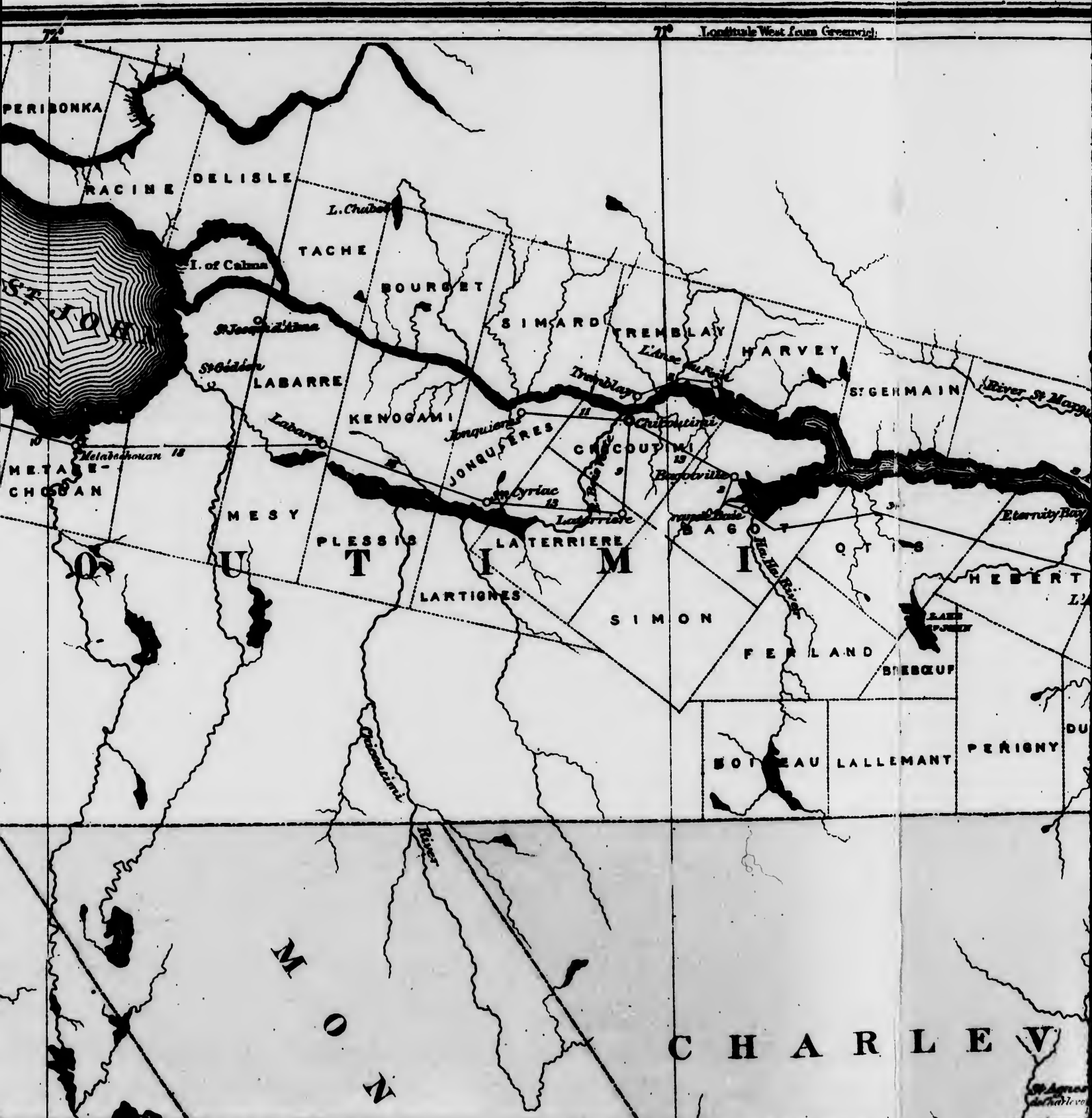


Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503





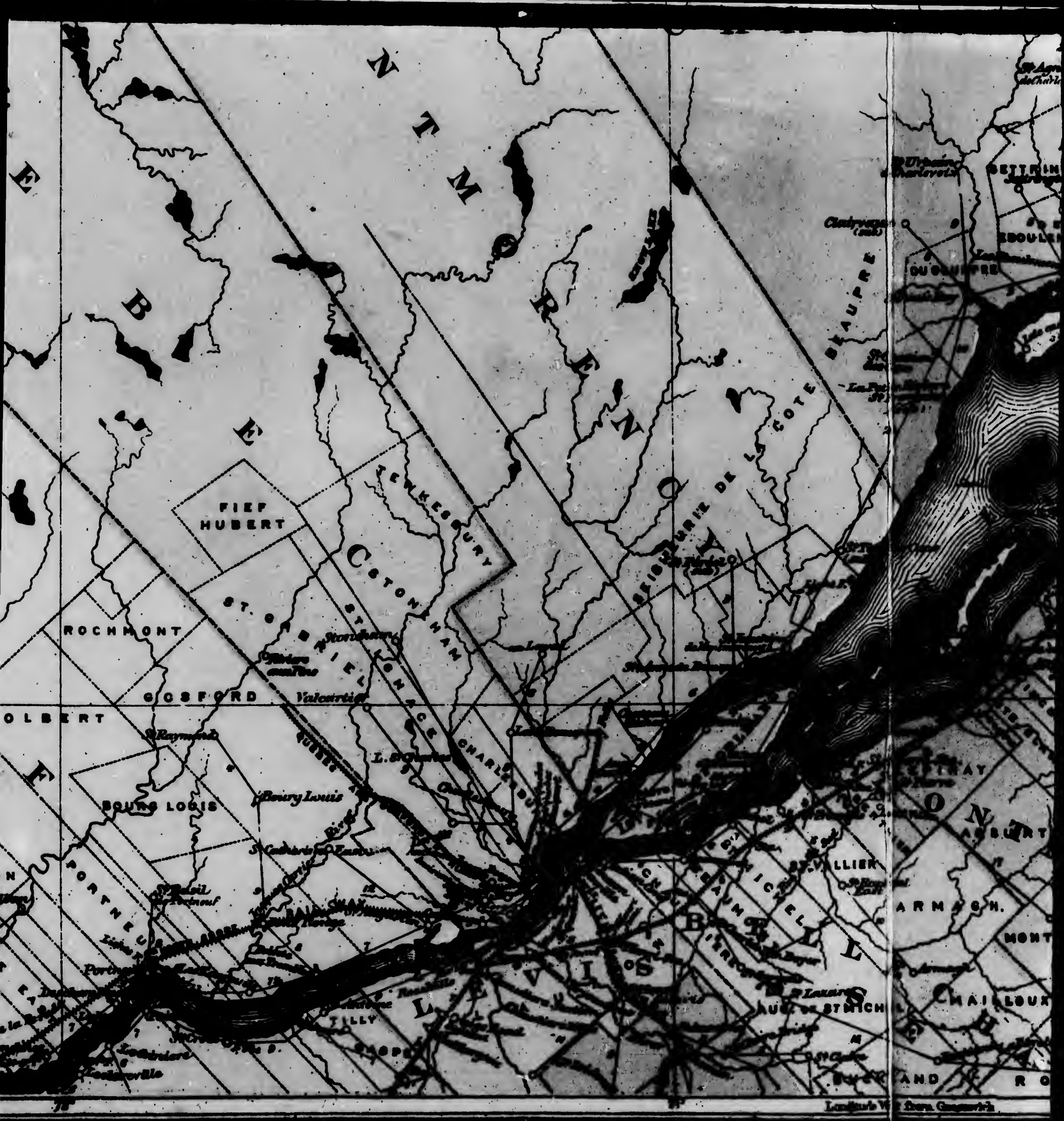


Scale Geographical







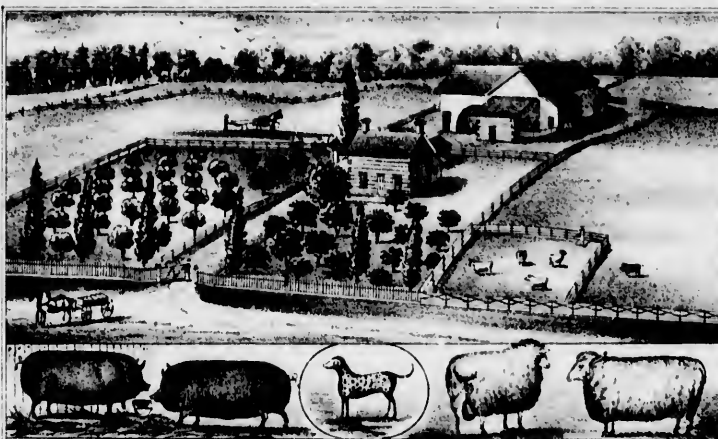




Longshore W. from Greenwich



NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
PORTNEUF, QUEBEC, MONTMORENCY,
CHARLEVOIX, CHICOUTIMI, SAGUENAY,
L'ISLET, KAMOURASKA, TEMISCOUATA,
— QUEBEC —



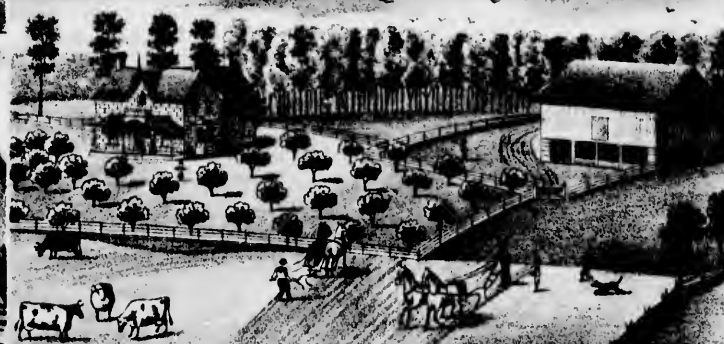
RES. OF ROBT. GOWANLOCK, CON 2, LOT 56, BRANT TP. BRUCE CO. ONT



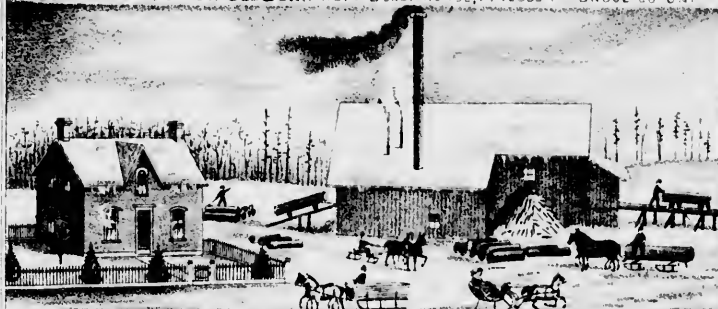
RES OF P. S. M. LAREN, CON 1, LOT 1, BRUCE TP. BRUCE CO. ONT



BLACK HORSE HOTEL - J. POLLOCK, PROP. BLACK HORSE, KINLOSS TP. BRUCE CO. ONT



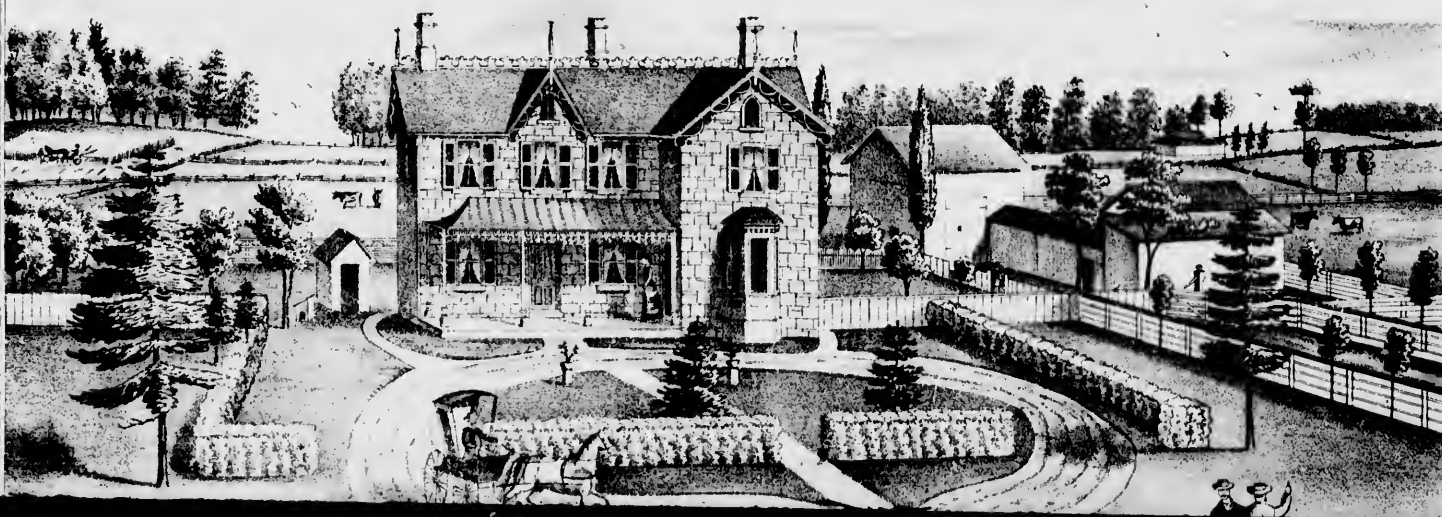
RES OF GEORGE BROCKIE, CON A, LOT 44, GREENOCK TP. BRUCE CO. ONT

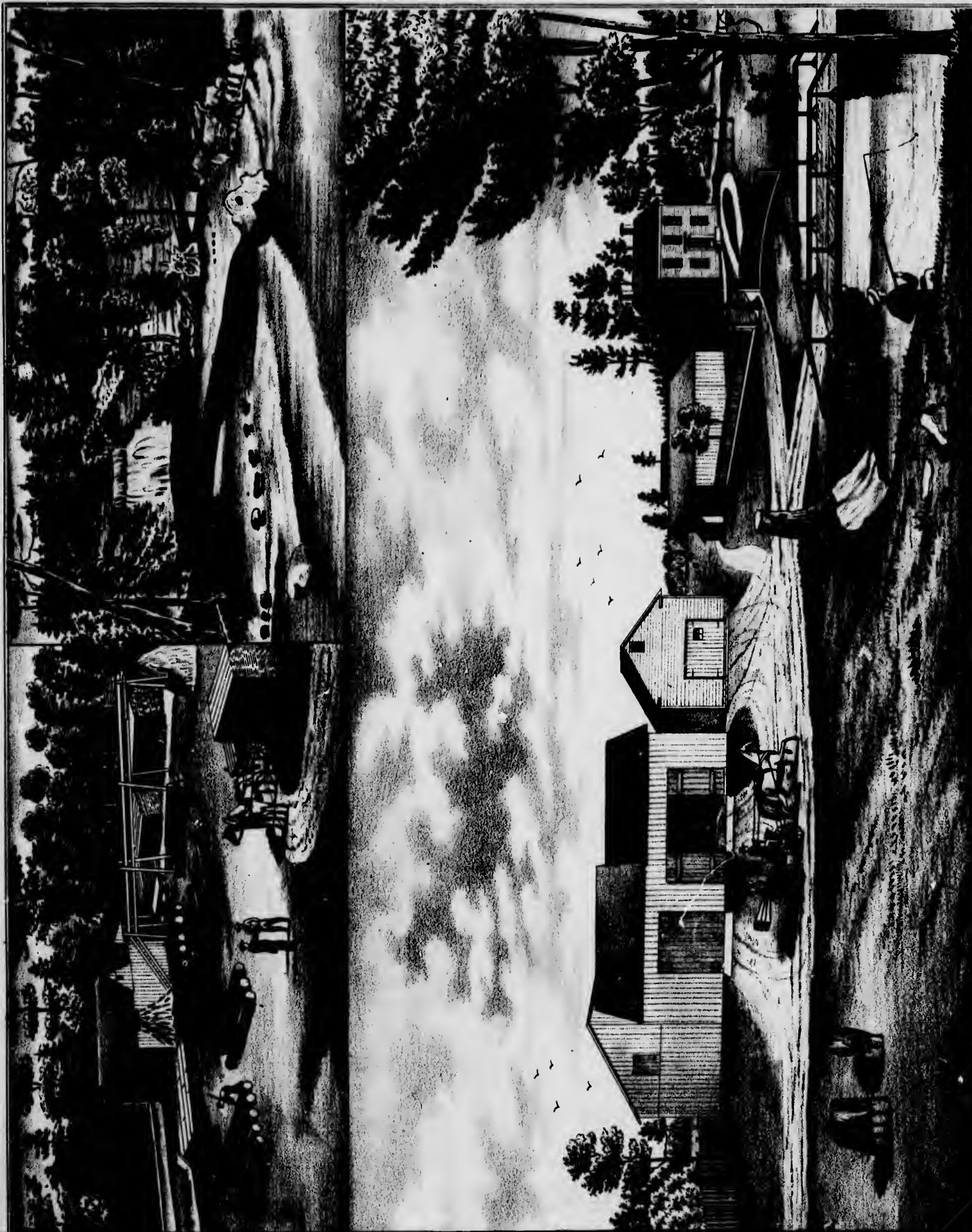


RES AND MILL OF SIMON CORRIGAN, CON 11, LOT 11, KINLOSS, BRUCE CO. ONT



COPELAND'S HOTEL, LUCKNOW, ONT - THE ONLY FIRST CLASS HOTEL IN TOWN. PROPERTY FOR SALE.





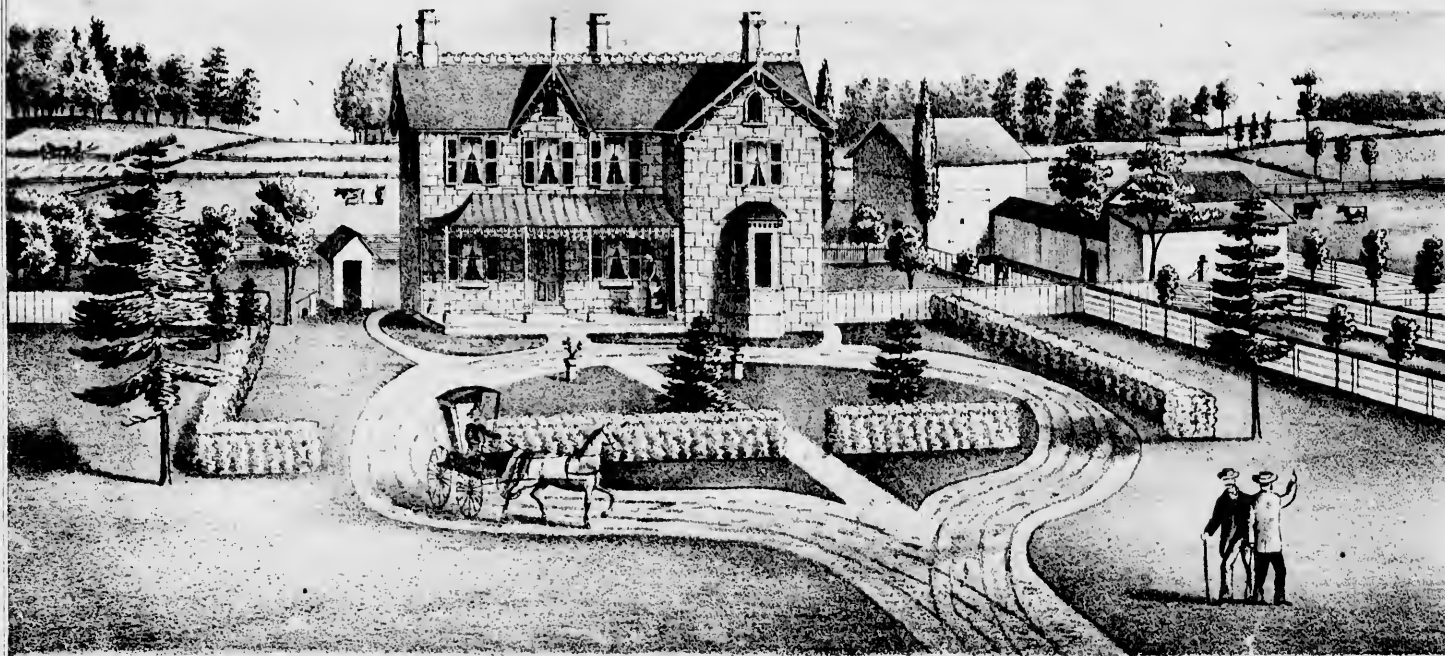
MILL, FALLS & RESIDENCE OF MRS. S. A. JONES, OWEN SOUND, GREY CO., ONT.



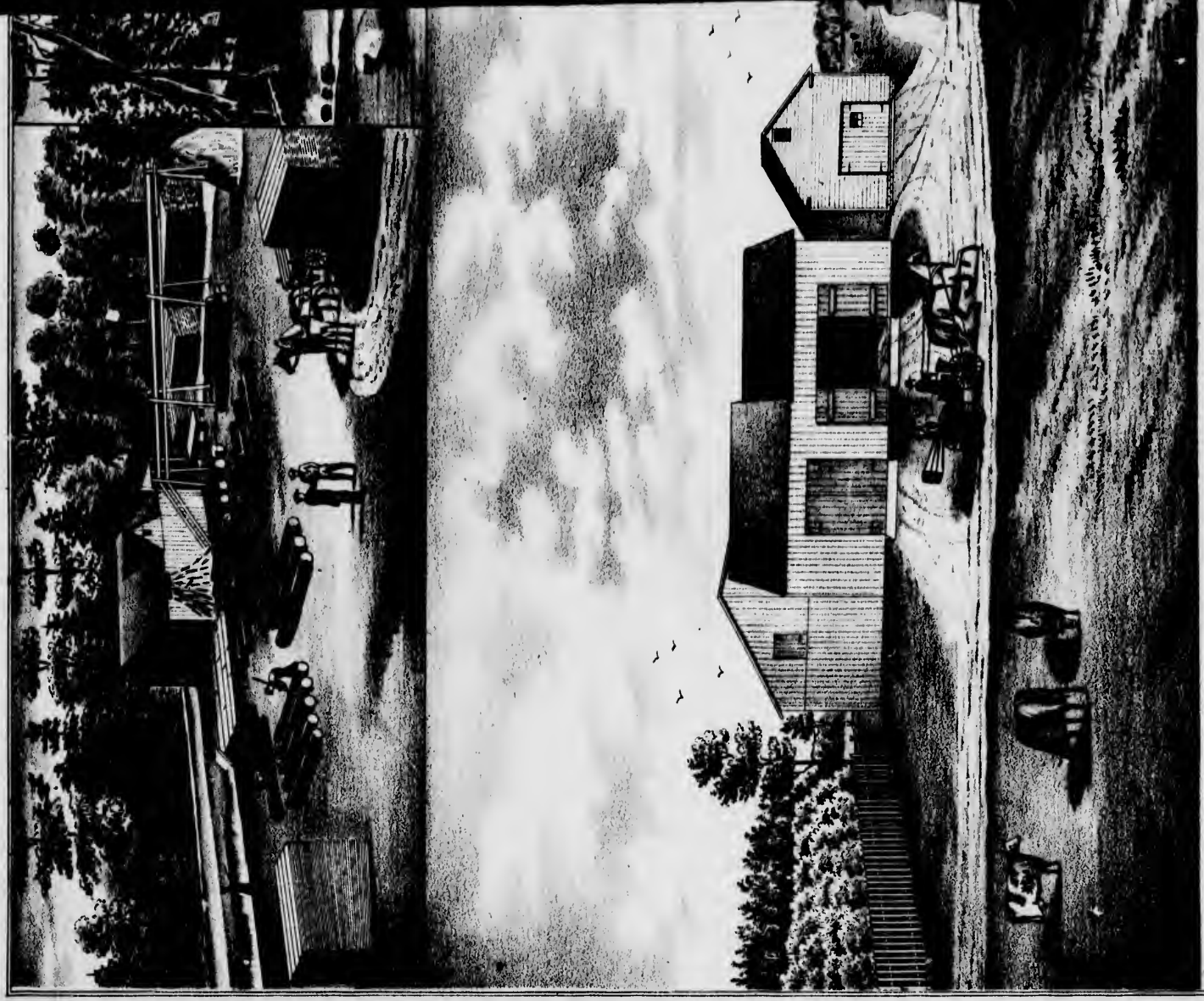
RES AND MILL OF SIMON CORRIGAN, CON II, LOT II, WINLOSS, BRUCE CO. ONT



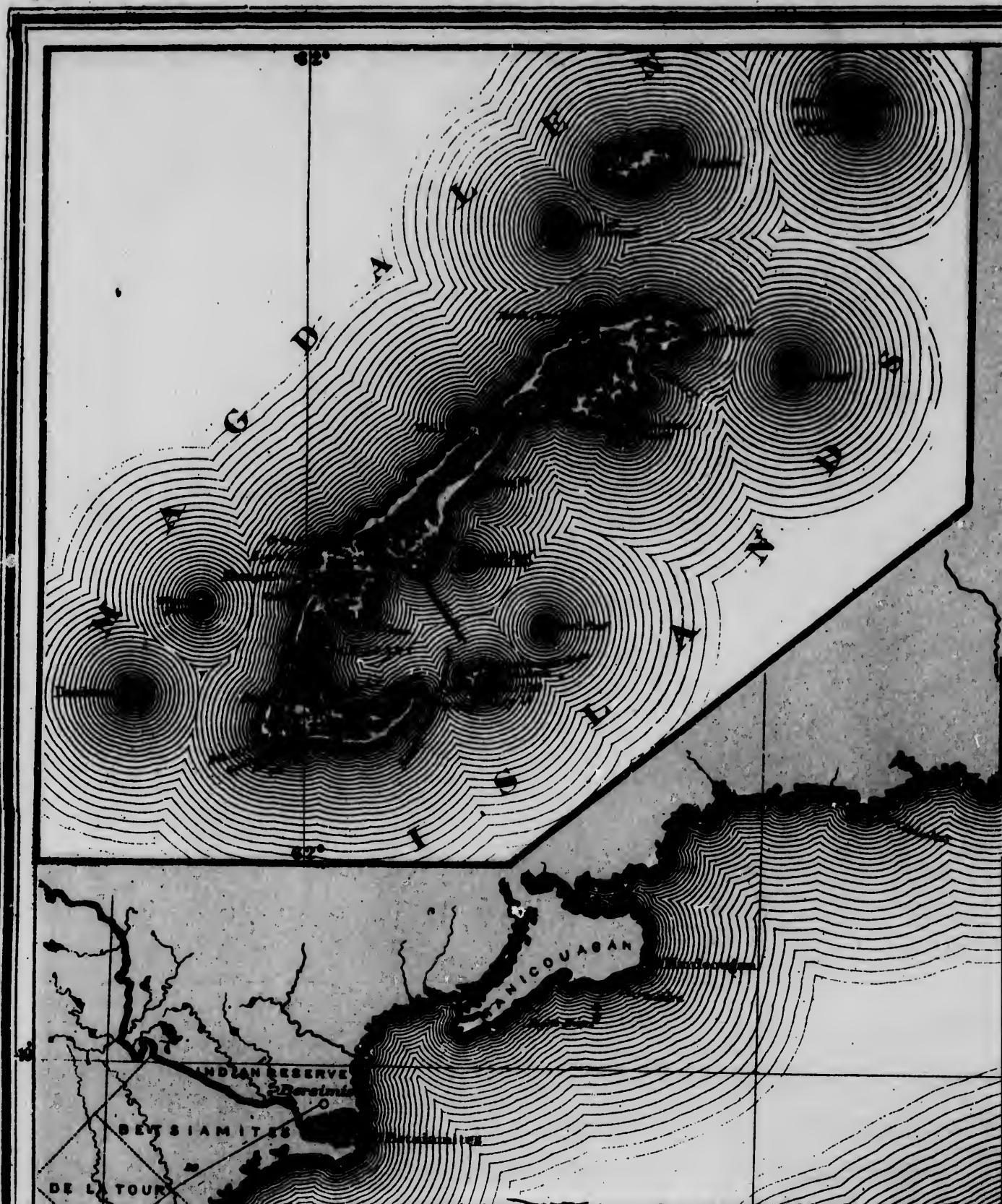
COPELAND'S HOTEL, LUCKNOW, ONT — THE ONLY FIRST CLASS HOTEL IN TOWN PROPERTY FOR SALE

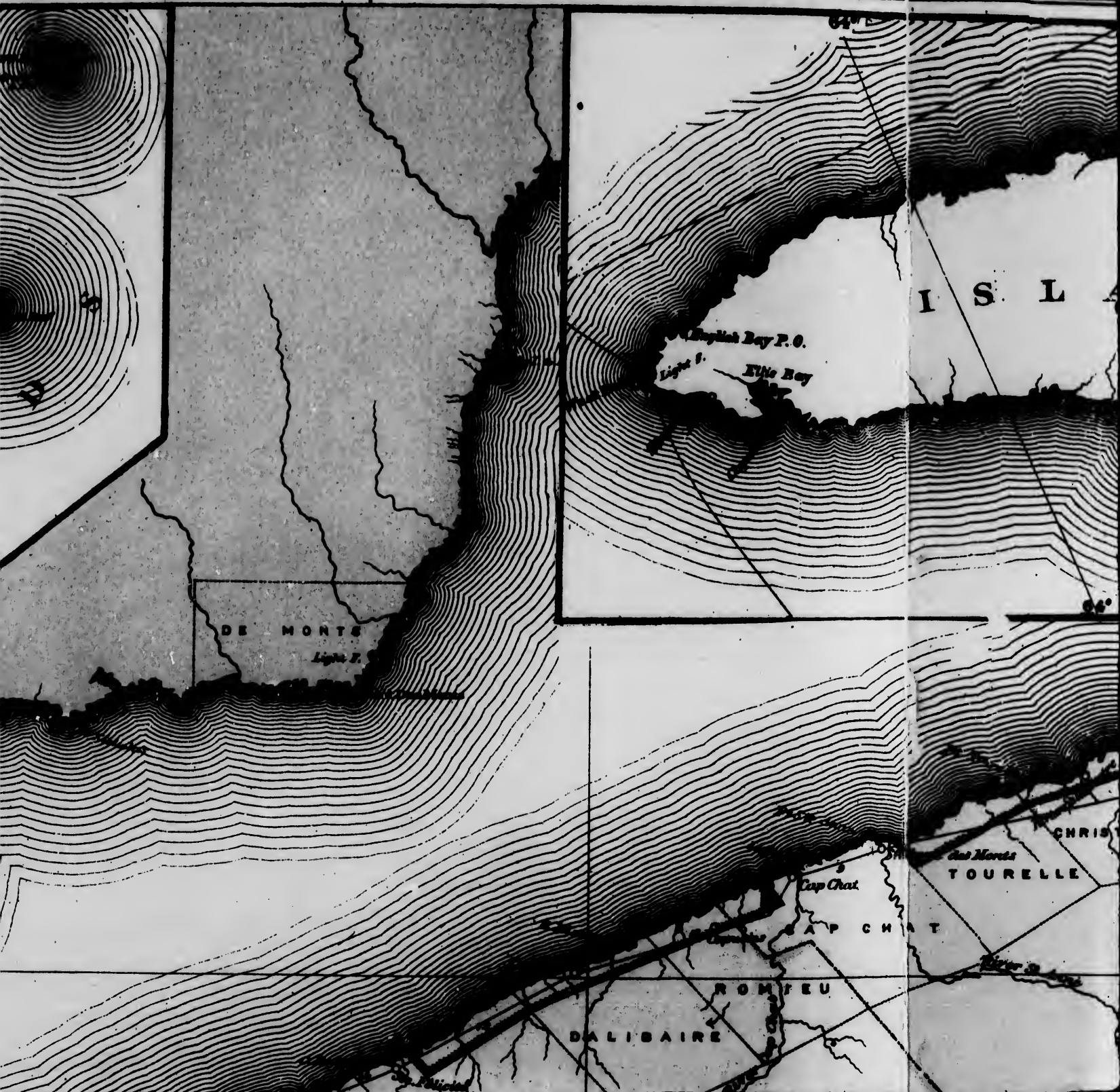


RESIDENCE OF JAMES FLEMING ESQ. CON II, LOT II, WINLOSS, BRUCE CO. ONT



MILL, FALLS & RESIDENCE OF MRS. S. A. JONES, WHEELING, W. VA.





Longitude West from Greenwich.

I S L A N D O F A N T I

Bay P.O.

Elle Bay

Juniper R.

South West Point

CHRISTIE

DUCHESNAY

MONT LOUIS

TACHEREAU

GRANDE
VALLEE
DES
MONTS

TOURELLE

Cap Chat

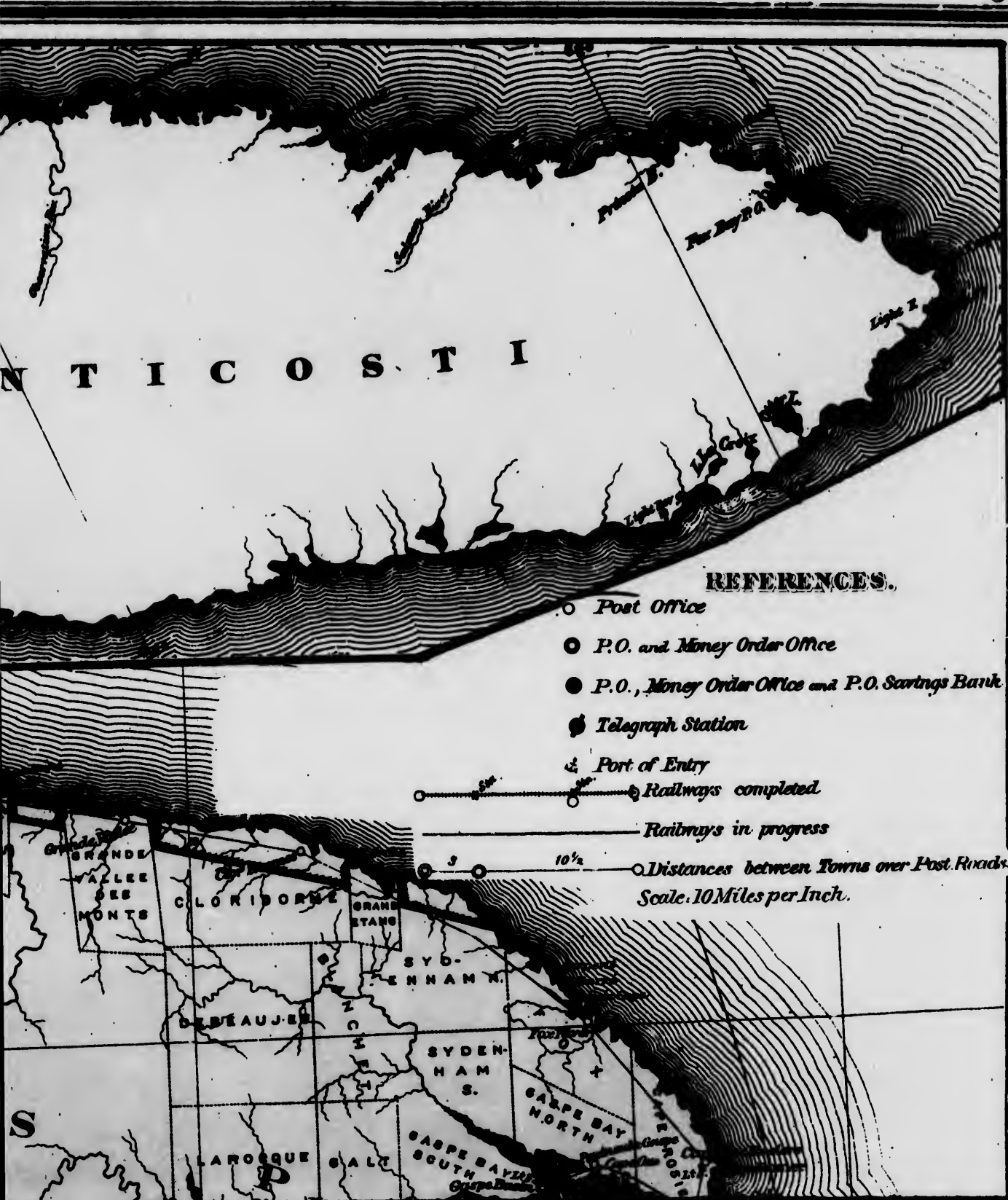
CAP CHAT

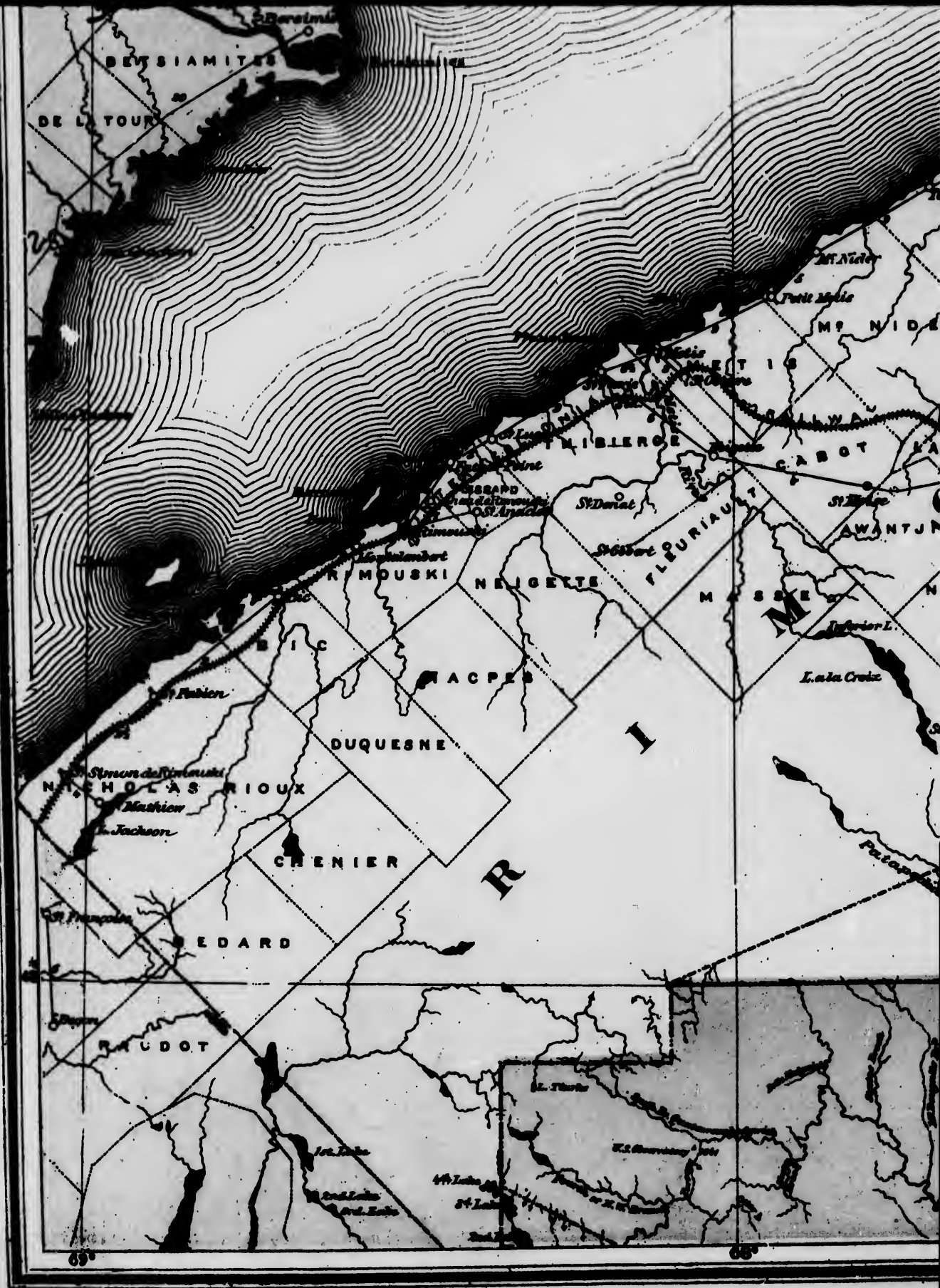
OMFEU

G

A

S

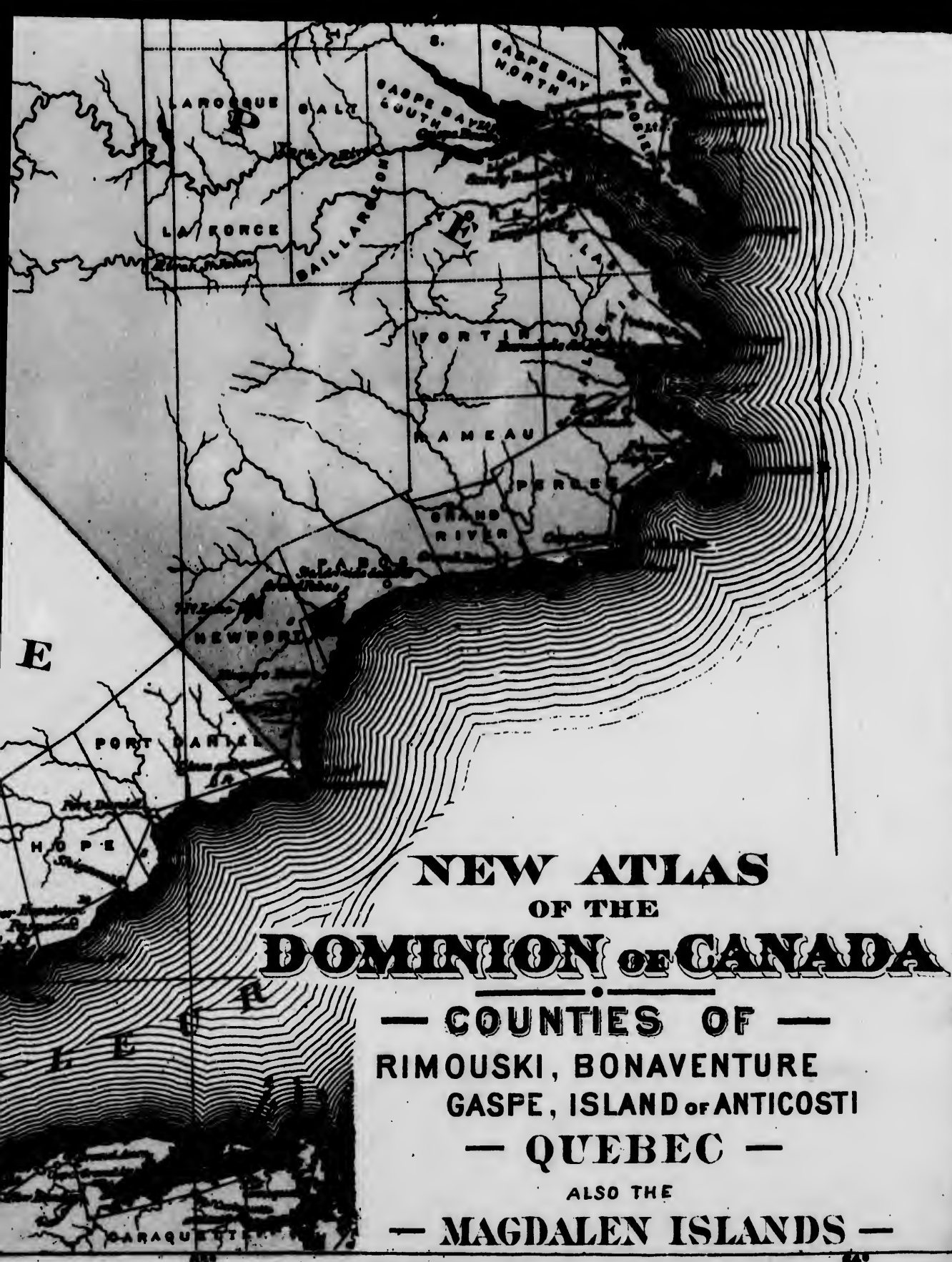






Latitude West from Greenwich



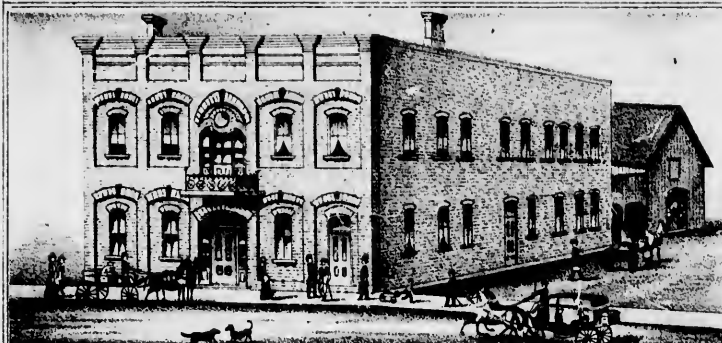


**NEW ATLAS
OF THE**

DOMINION OF CANADA

— COUNTIES OF —
RIMOUSKI, BONAVENTURE
GASPE, ISLAND of ANTICOSTI
— QUEBEC —

ALSO THE
— MAGDALEN ISLANDS —



"SCARBOROUGH HOUSE" CHAS. SCARBOROUGH, PROP. HANOVER ONT.



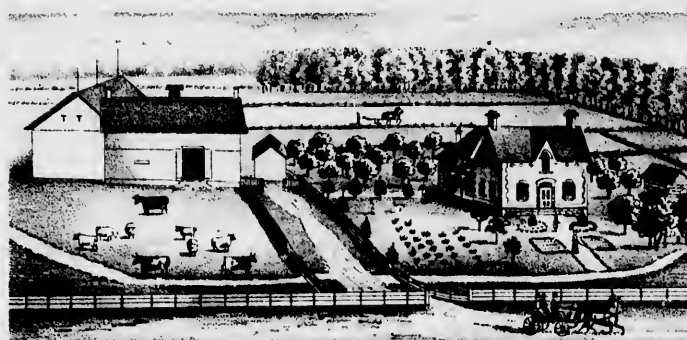
CHAMPION FANNING MILL WORKS, BENNETT & HUNTER, LUCKNOW, ONT. - SEND FOR CIRCULAR -



RES. A SAW MILL OF D. D. ROSS, CON 1, LOTS 25, 26, 27 & 28, KINLOSS T^h BRUCE CO. ONT



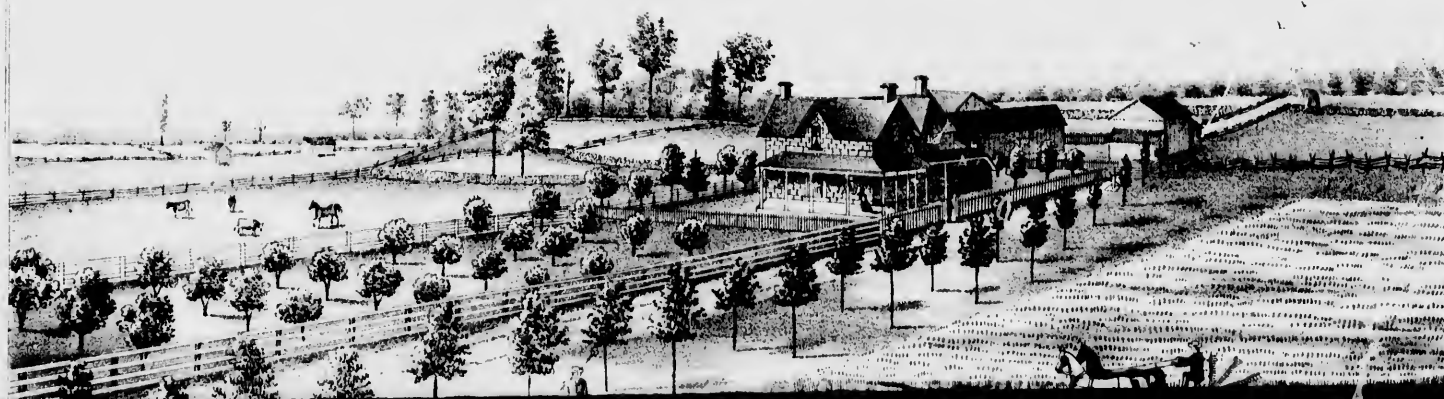
RES. OF SAMUEL HAWTHORN, CON 2 & 3, LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



RES. OF THOS. TINDALE, CON 8, LOT 20, BRANT T^h BRUCE CO. ONT.



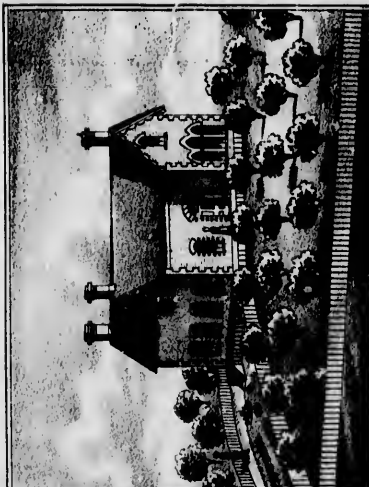
RES. OF ALEX. M^c KENZIE, CON 3, LOT 18, KINLOSS T^h BRUCE CO. ONT



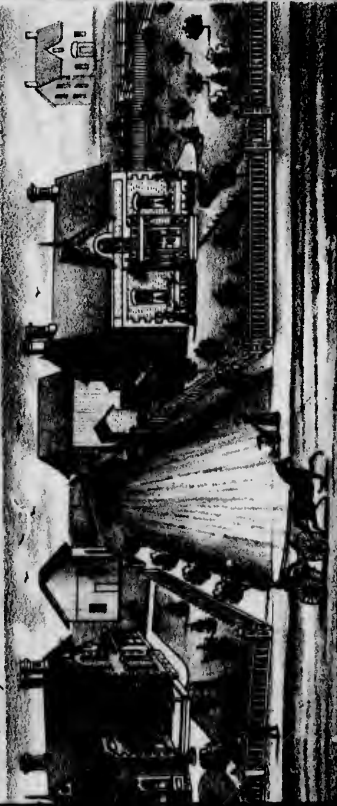


RESIDENCE
YOKASIPPI MILLS, HENRY CARBELL, PROP.
LUMBER, LATH, SHINGLES & FLOUR

FLOUR MILL
YOKASIPPI, BRUCE COUNTY, ONTARIO.
VILLAGE RESIDENCE BARN



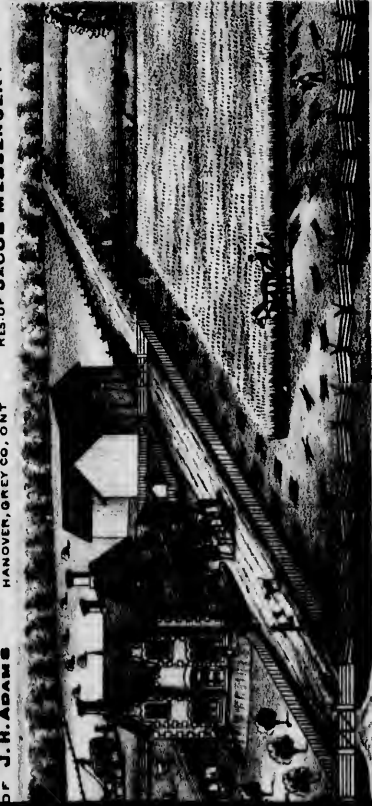
RES. OF A.S. ELLIOT CHESLEY, BRUCE CO. ONT.



RES. OF J.H. ADAMS HANOVER, GREY CO. ONT RES. OF JACOB MESSENGER.



RES. OF LUKE GARDNER CONB, LOTS 30 & 31, ARRAH TP, BRUCE CO. ONT.



RIGGIN BRICK & TILE WORKS.

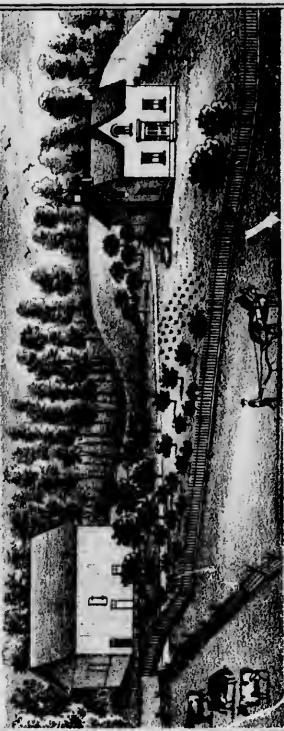


RES. OF HENRY DICK CONB LOT 14, ARRAH TP, BRUCE CO. ONT.



RES. OF BROOKIE, CONB 18, LOTTI, GREENOCK TP, BRUCE CO. ONT.

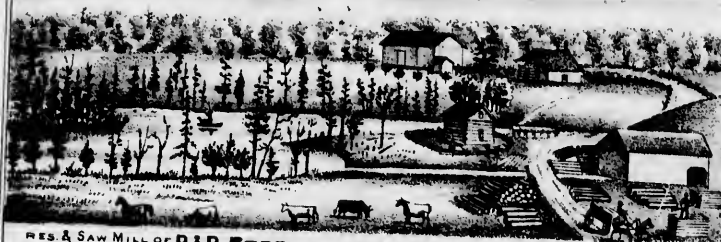
RIGGIN BRICK & TILE WORKS, KINCARDINE ONT, JOHN RIGGIN PROPRIETOR.



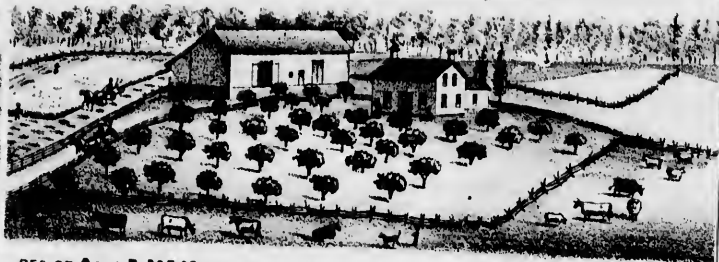
RES. OF SCOTT'S GRAIN WAREHOUSE, PAISLEY, BRUCE CO. ONT.

RES. OF LEWIS LAMB, CONA, LOTS 97, GREENOCK TP, BRUCE CO.

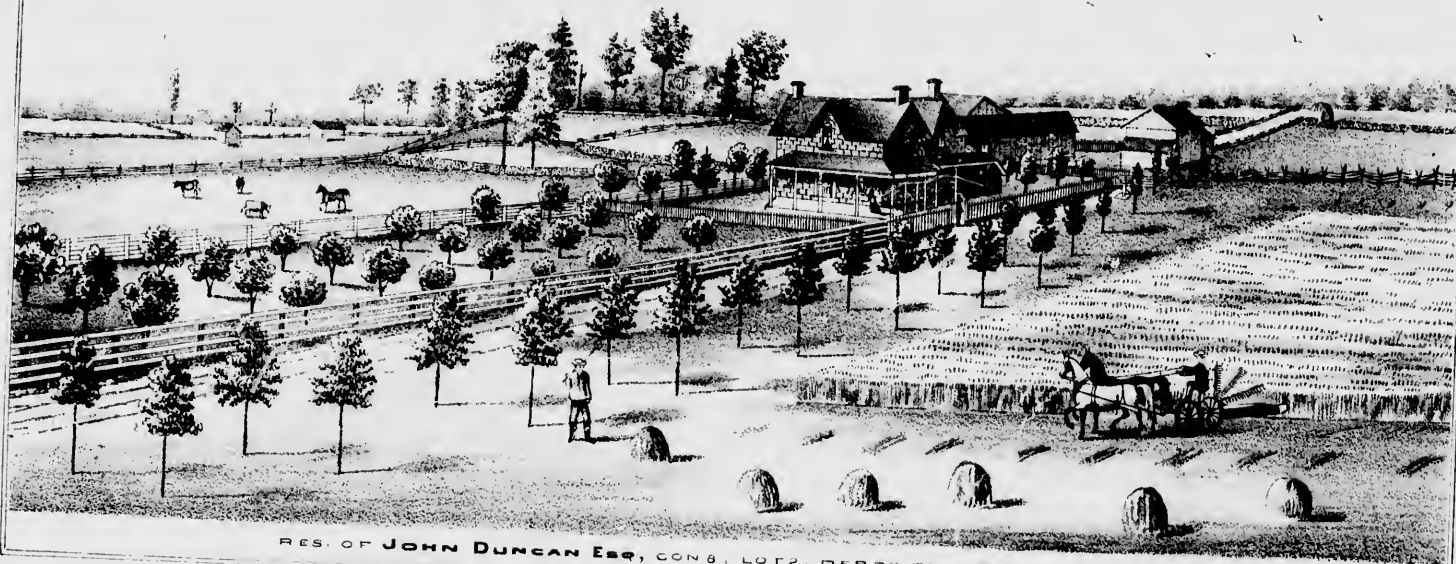
CHAMPION FANNING MILL WORKS, BENNETT & HUNTER, LUCKNOW, ONT. - SEND FOR CIRCULAR -



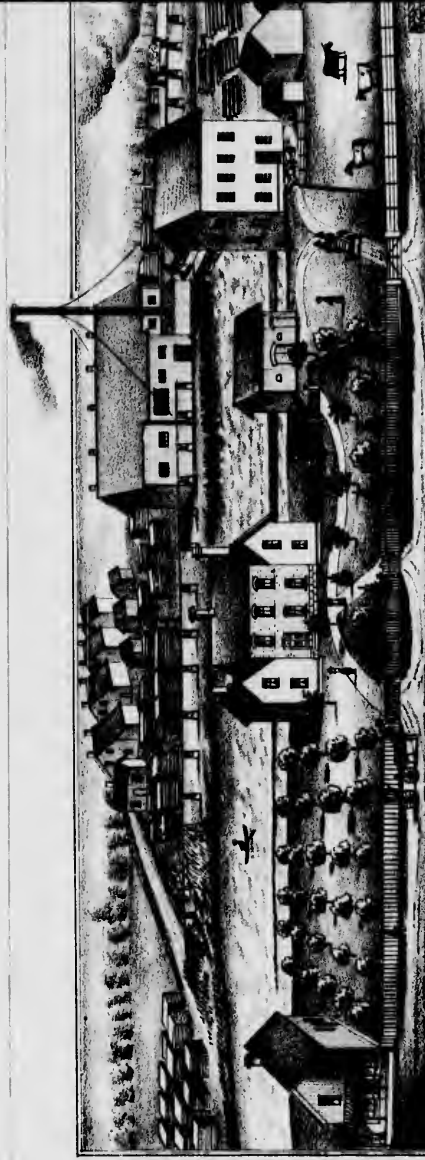
RES. & SAW MILL OF D. & D. ROSS, CON 1, LOTS 25, 26, 27 & 28, KINLOSS TP. BRUCE CO. ONT.



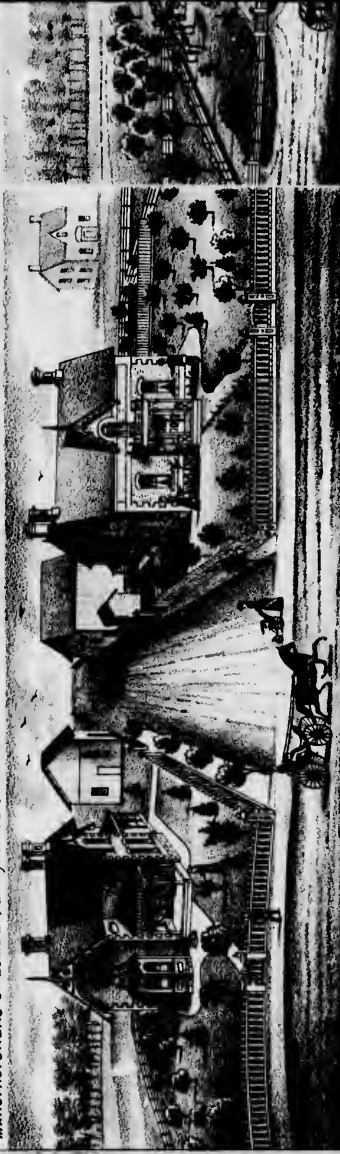
RES. OF ALEX. M. KENZIE, CON 3, LOT 18, KINLOSS TP. BRUCE CO. ONT.



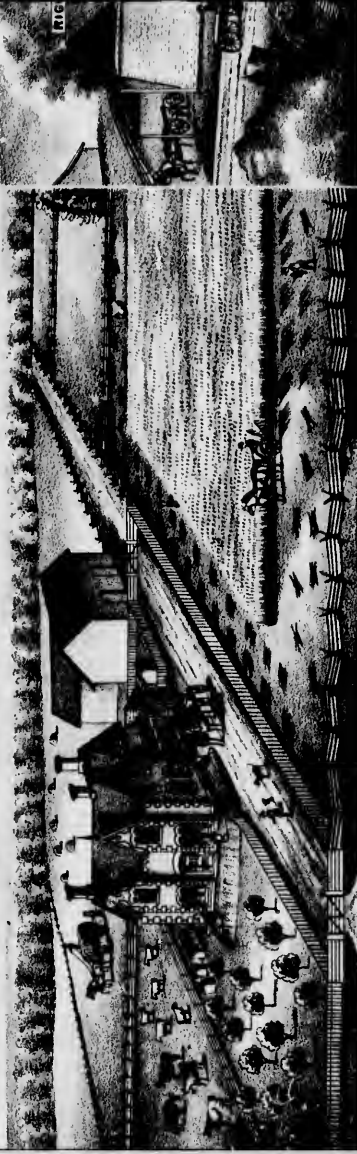
RES. OF JOHN DUNCAN ESQ, CON 8, LOT 2, DERBY TP. GREY CO. ONT.



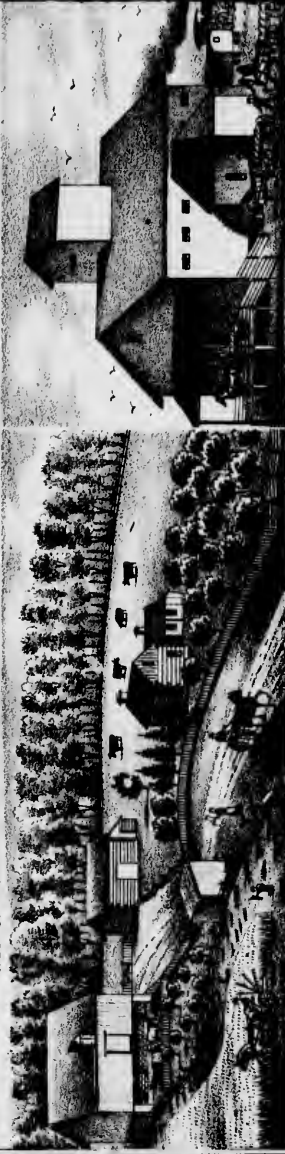
OARL'S GENERAL STORE
 MANUFACTURERS OF LUMBER, LATH, SHINGLES & FLOUR
 RESIDENCE
 TENEMENT HOUSES
 LUMBER MILL
 FLOUR MILL
 YOKASIPPI MILLS, HENRY CARGILL, PROP.
 YOKASIPPI, B.



RESIDENCE OF J. H. ADAMS
 HANOVER, GREY CO. ONT.
 RES. OF JACOB MESSENGER.



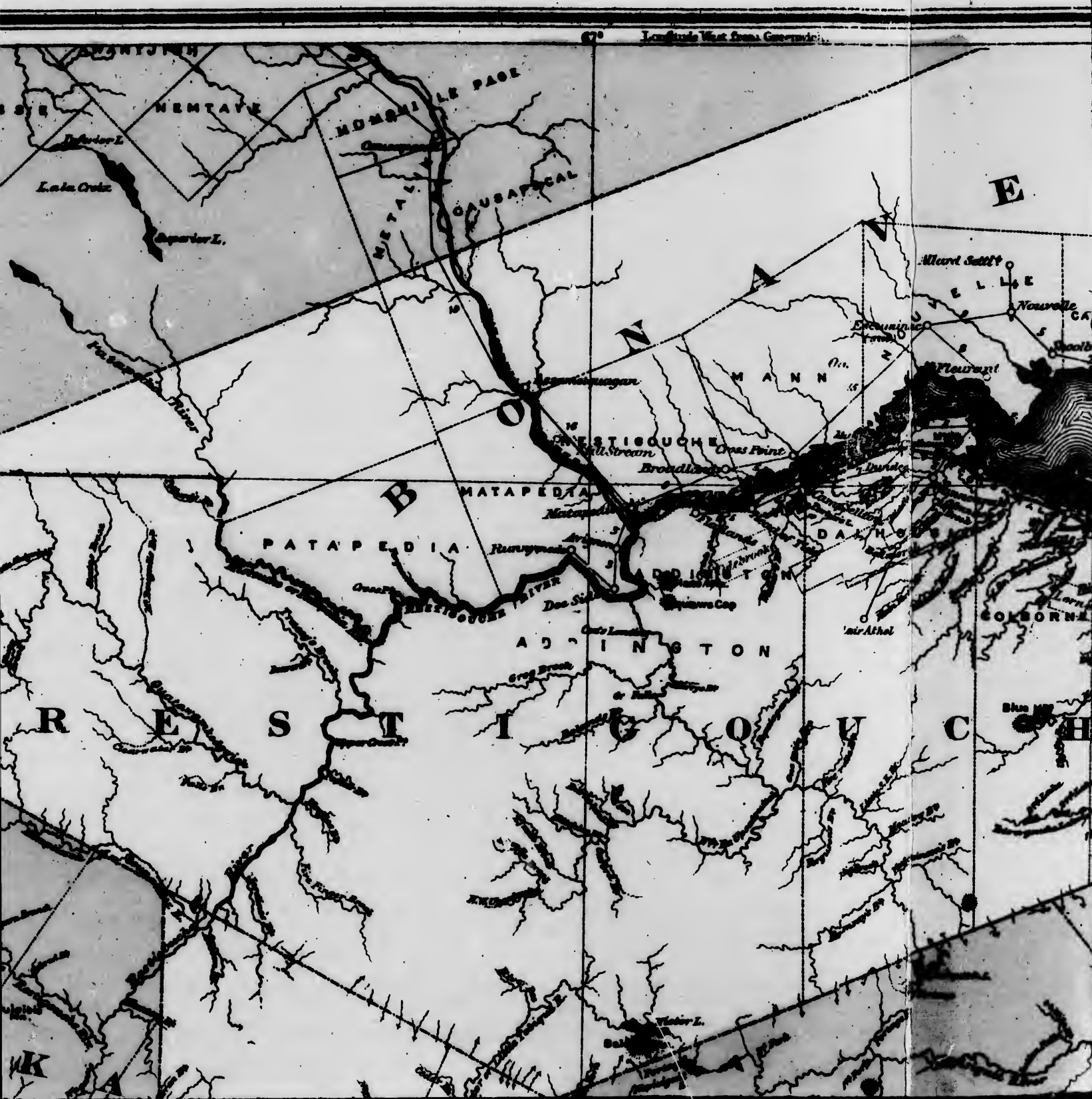
RES. OF HENRY DICK CONB. LOT 14, ARRAH TP. BRUCE CO. ONT.



RES. OF WM. BROOKIE, CON 18, LOT 1, GREENOCK TP. BRUCE CO. ONT.

RES. SCOTT'S GRAIN WAREHOUSE, PAISLEY, BRUCE CO.











NEW ATLAS **OF THE** **DOMINION OF CANADA**

— **COUNTIES OF** —
MADAWASKA, RESTIGOUCHE
VICTORIA, NORTHUMBERLAND,
GLOUCESTER, KENT,
— NEW BRUNSWICK —

REFERENCES.

- *Post Office*
- ⊙ *P.O. and Money Order Office*
- ⊙ *P.O., Money Order Office and P.O. Savings Bank*
- ⊙ *Telegraph Station*
- ⊙ *Port of Entry*

— *Railways completed*

— *Railways in progress*

○ *Distances between Towns over Post Roads.*



Longitude West from Greenwich.



Longitude West from Greenwich.

68°

69°





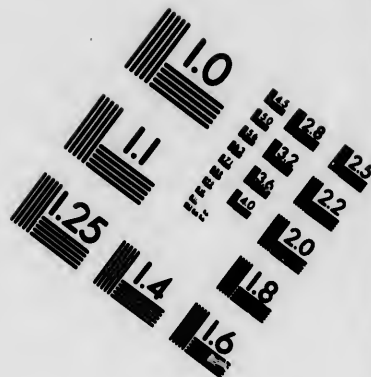
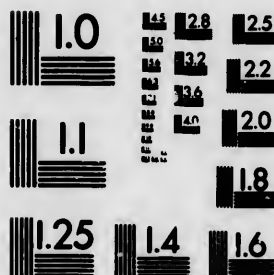
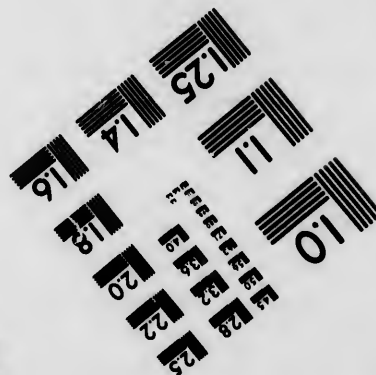


IMAGE EVALUATION TEST TARGET (MT-3)



6'



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4593**



John Taylor

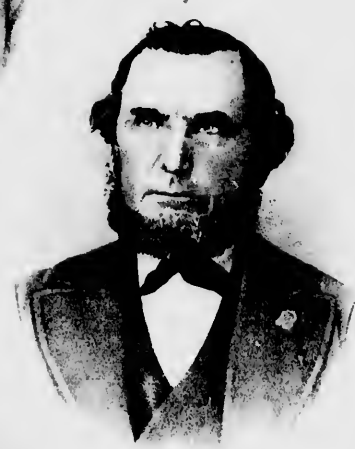
TARA. ONT

Wm. Mc

BLYT



John Hunter
Kincardine Town Clerk



Michael Fischer
Many Years Reeve of GARRICK
BRUCE CO ONT

Richard
President of the
WALKER



Peter Stewart McLaren
BRUCE TP BRUCE CO
ONT





Wm. H. H. H. H.
BLYTH, ONT



John S. Tolton
WALKERTON, ONT

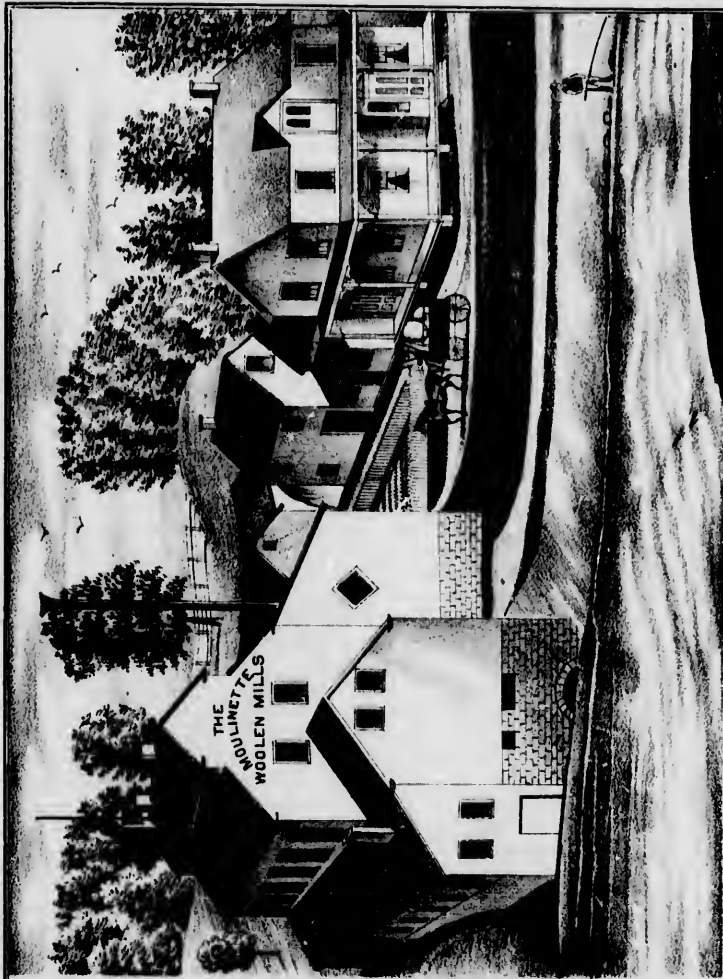


Richard Rivers.
President of the Nth. Exhibn. Socy
WALKERTON, ONT



Edward Mc Donald.
Deputy Reeve of WALKERTON
ONT.





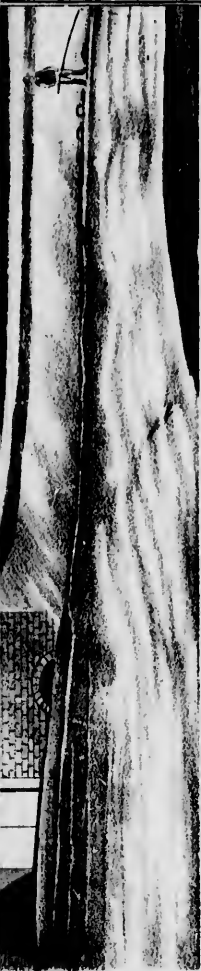
WOOLEN MILLS, AND RES. OF J. & C. H. WOOD, MOULINETTE, STORMONT CO. ONT.
CUSTOM WORK A SPECIALTY.



"HILL" RES. OF JAMES H. DOHERTY CON. 1, LOT 24, CHARLOTTENBURGH TP. ONT.



"HILL" RES. OF JAMES McDERMOTT CON. I, LOT 24, CHARLOTTENBURGH TP. ONT.



WOOLEN MILLS, AND RES. OF J. & C. H. WOOD, MOULINETTE, STORMONT CO. ONT.
CUSTOM WORK A SPECIALTY.



RES. OF W. KEZAR ESQ. MERCHANT, MILLE ROCHES, STORMONT CO. ONT.



FARM RES. OF DONALD McLENNAN ESQ. GORE, CHARLOTTENBURGH TP. ONT.

John Hunter.
Kincardine Town Clerk



Michael Fischer.
Many Years Reeve of CARRICK.
 BRUCE CO. ONT

Richard
President of the
 WALKER



Peter Stewart McLaren.
 BRUCE TP - BRUCE CO.
 ONT



D.A. MacCrimmon M.D.
 LUCKNOW, ONT.

James
 MILD



John S. Tolton

WALKERTON, ONT



Richard Rivers,
President of the N. H. Ex. Socy.

WALKERTON, ONT



Edward Mc Donald,
Deputy Reeve of WALKERTON.

ONT.

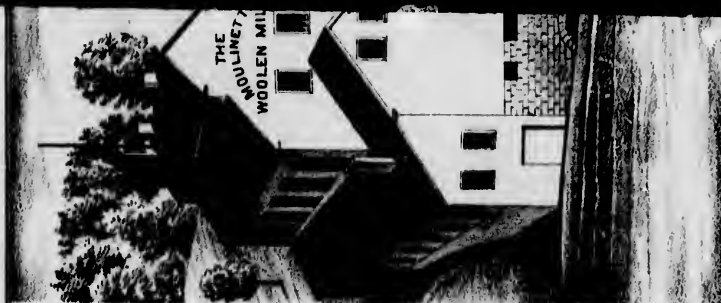


James Murphy M D.

MILDMAY, ONT.



"CHERRY HILL" RES. OF JAMES H. DOWNEY CON. 1, LOT 24, CHARLOTTENBURGH TP. ONT.



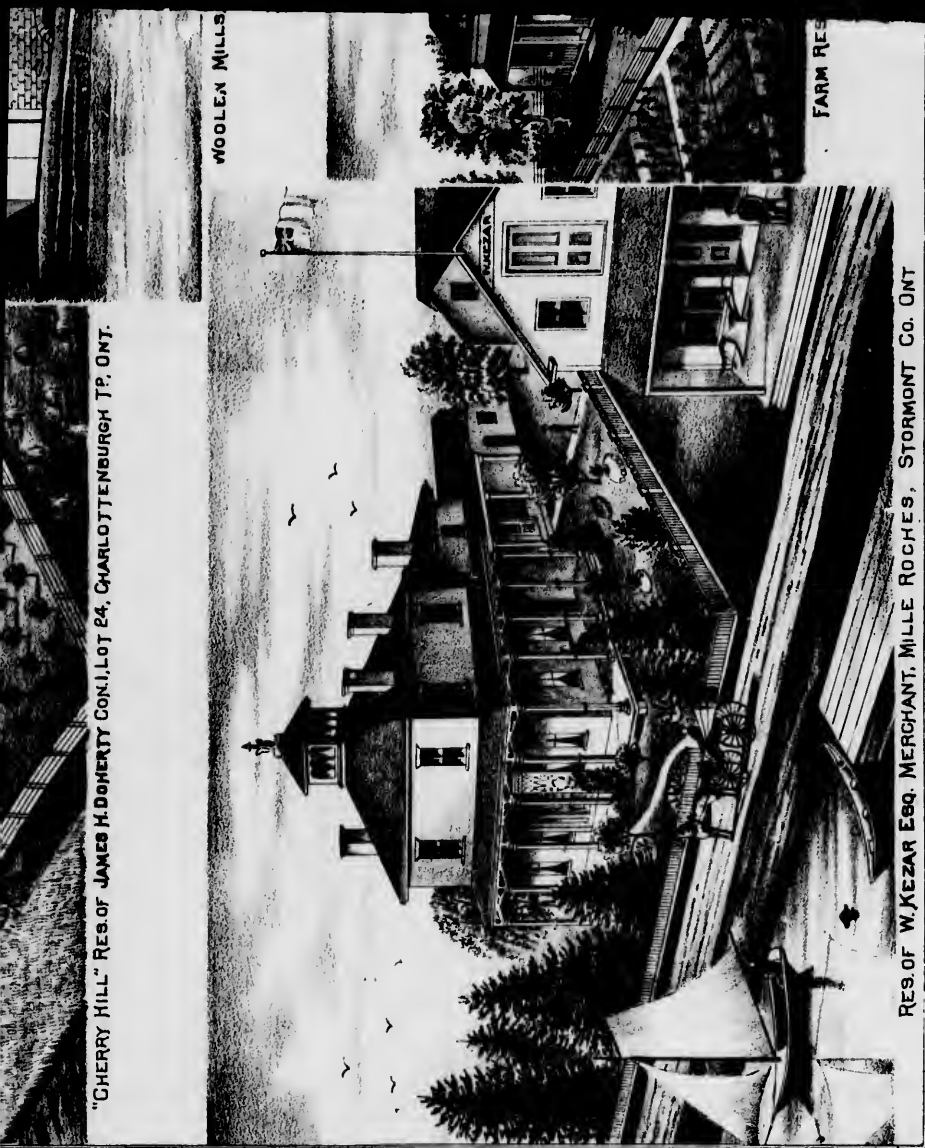
WOOLEN MILLS

"CHERRY HILL" RES. OF JAMES H. DOWERY CON. 1, LOT 24, CHARLOTTENBURGH TP. ONT.

WOOLEN MILLS

FARM RES

RES. OF W. KEZAR ESQ. MERCHANT, MILLE ROCHES, STORMONT CO. ONT.







Longitude 161° 15' from Greenwich

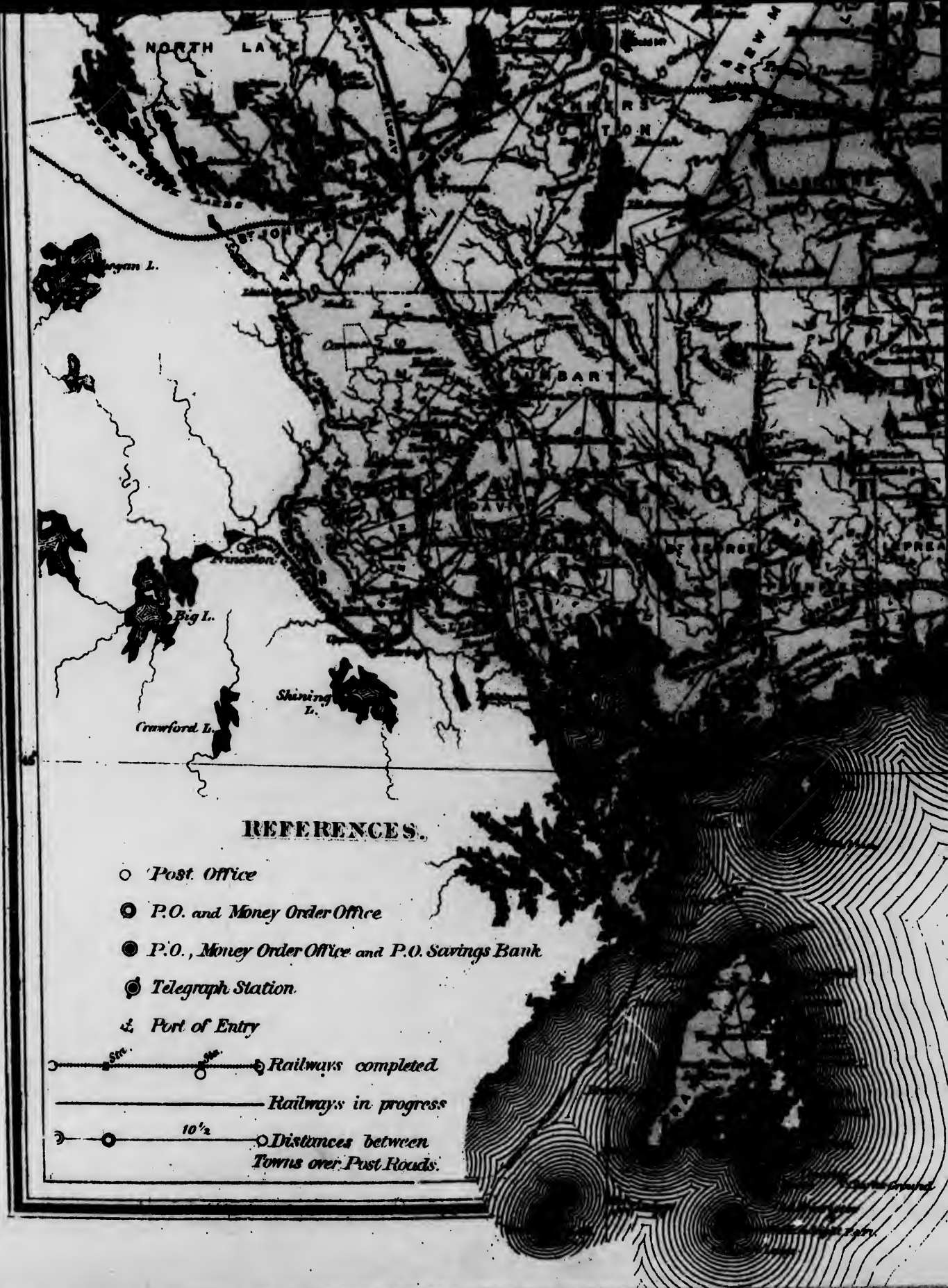
63°













NEW ATLAS
OF THE
DOMINION OF CANADA

— COUNTIES OF —
CARLETON, YORK, SUNBURY,
CHARLOTTE, QUEENS, KINGS,
ST. JOHN, WEST MORLAND, ALBERT,
— NEW BRUNSWICK —

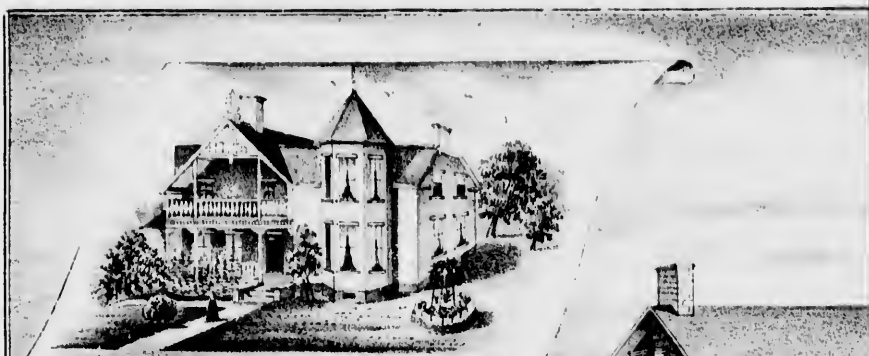


ANDA

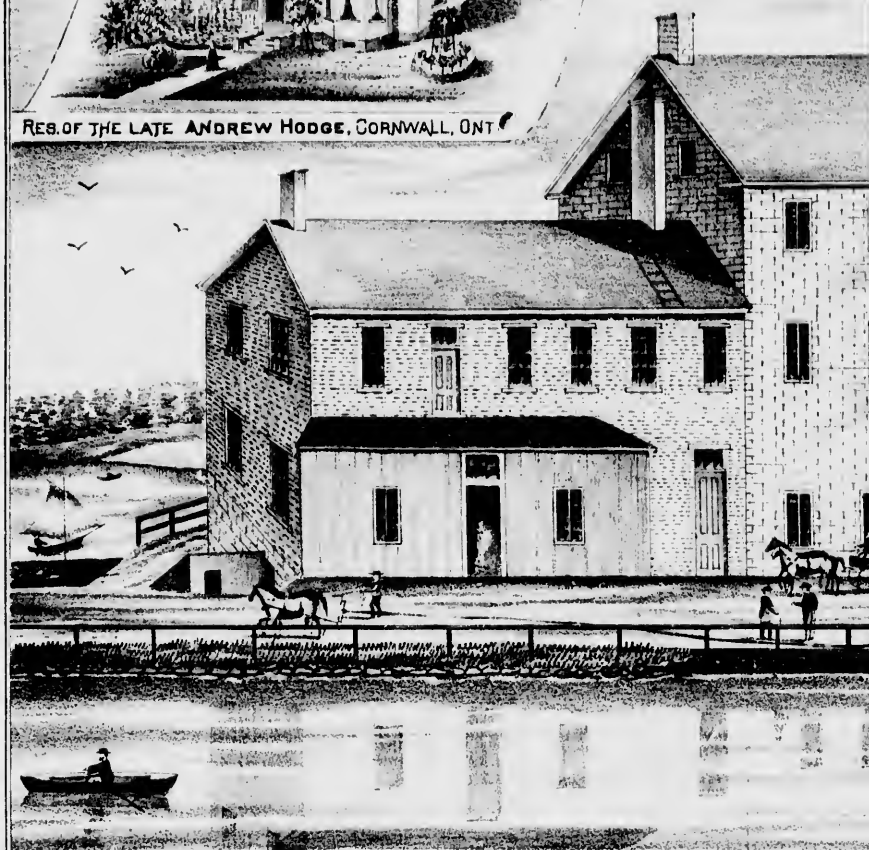
Y,
ERT.

64°

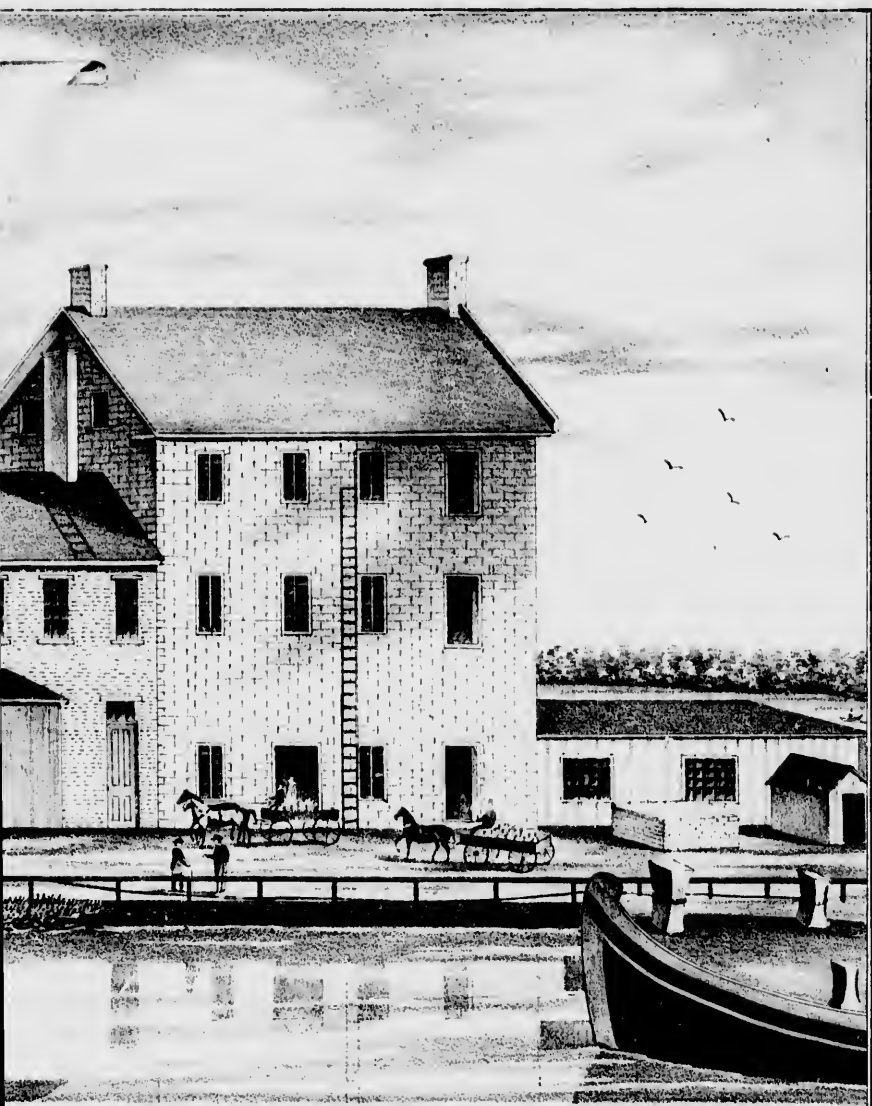
PRINTED BY ROLPH, SMITH & CO LITHS TORONTO.



RES. OF THE LATE ANDREW HODGE, CORNWALL, ONT.



THE CORNWALL MILLS. WOOLEN, FLOURING AND PLANING MILLS, (LATE A.



NO PLANING MILLS, (LATE ANDREW HODGE,) CORNWALL, STORMONT CO. ONT.



*W. Roberts,
Reeve of Stratford.*



*A. Grant,
Mayor of*



*John Gibson,
Dep't Reeve of Stratford.*



*A.W. Hobb,
Dep't Reeve & Dep't Registrar
Stratford.*



*A. Grant,
Mayor of Stratford.*



*David Scrimgeour,
3^d Dep't Reeve of Stratford.*



*Edward Stiles,
Mitchell.*



*Thos Matheson,
Mitchell*



*J.W. Cull,
Mitchell*



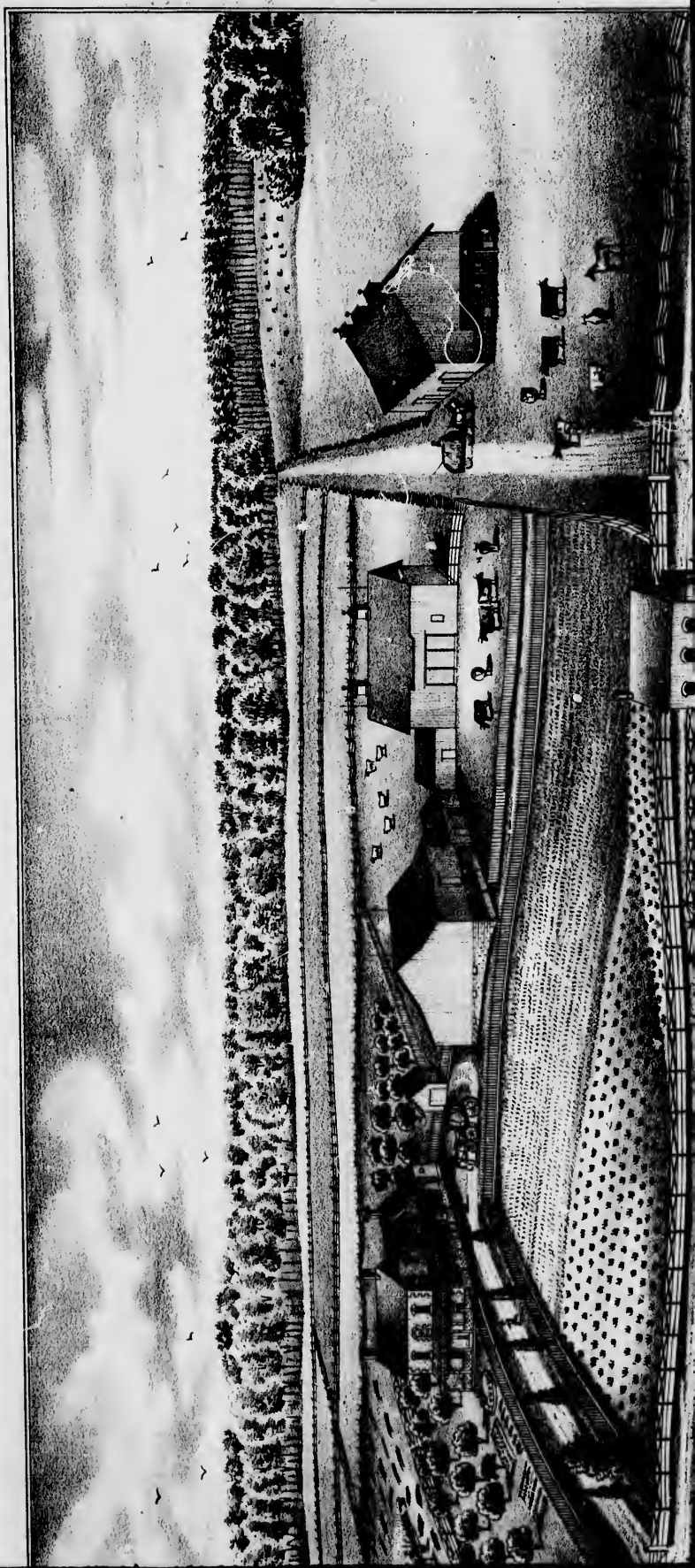
James Sills, JP
Reeve of Mitchell.

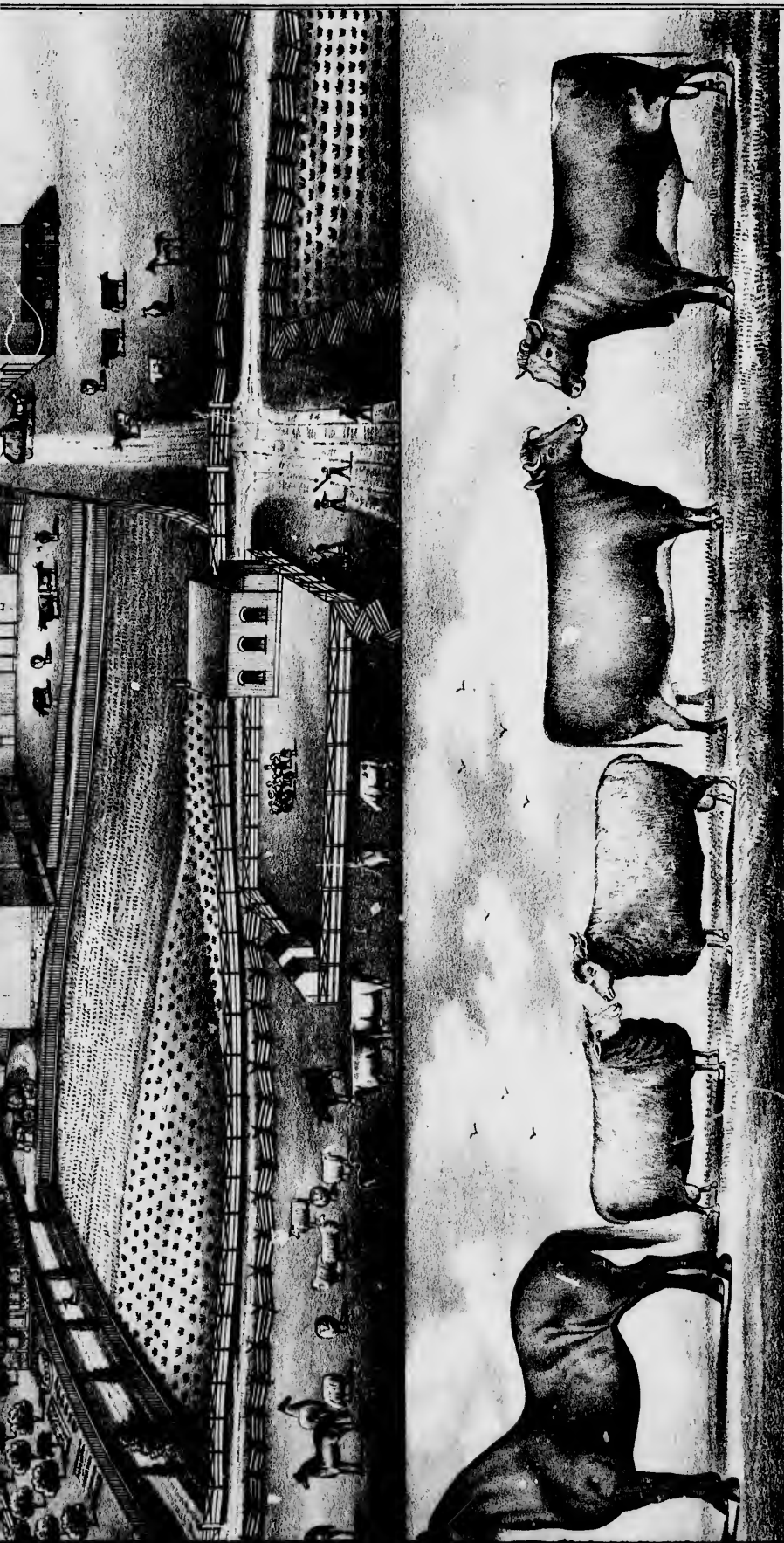


Thos Matheson.
Mitchell



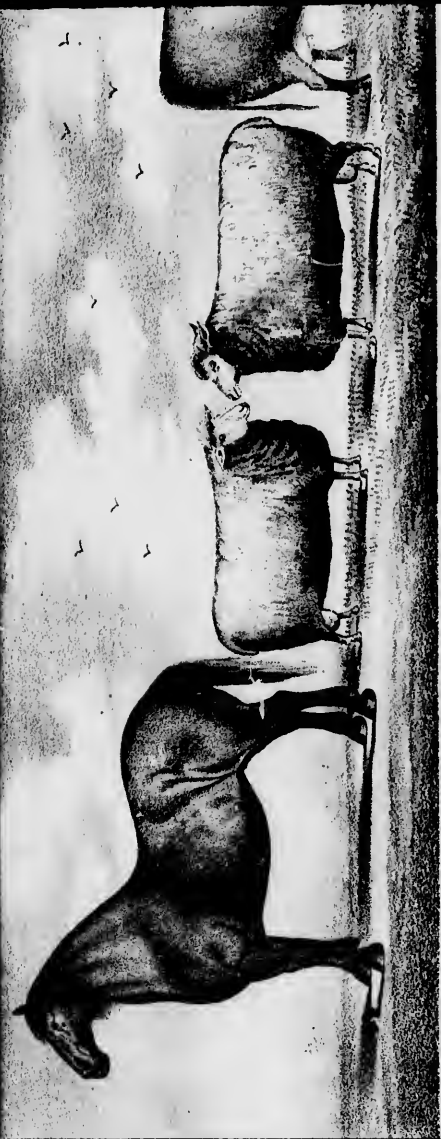
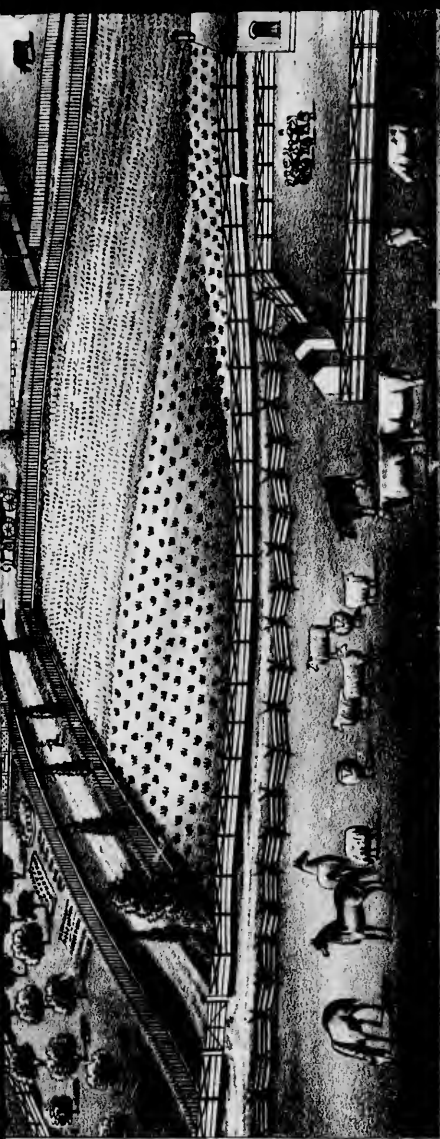
Edward Hornibrook, M.D.
Mitchell, Ont.





"SUMMERHILL FARM" RESIDENCE OF **PETER ARKELL**; CONG. LOTS 10 & 11, CULROSS TP., BRUCE CO., ONTARIO.
BREEDER OF PURE DURHAM CATTLE, COITSWOLD SHEEP AND BERKSHIRE PIGS.





"SUMMERHILL FARM" RESIDENCE OF **PETER ARKELL**, CONG. LOUISIANA
BREEDER OF PURE DURHAM CATTLE, COTSWOLD SHEEP AND

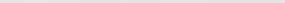


REFERENCES.

- *Post Office*
- *P.O. and Money Order Office*
- *P.O., Money Order Office and P.O. Savings Bank*
- ⦿ *Telegraph Station*
- ⚓ *Port of Entry*

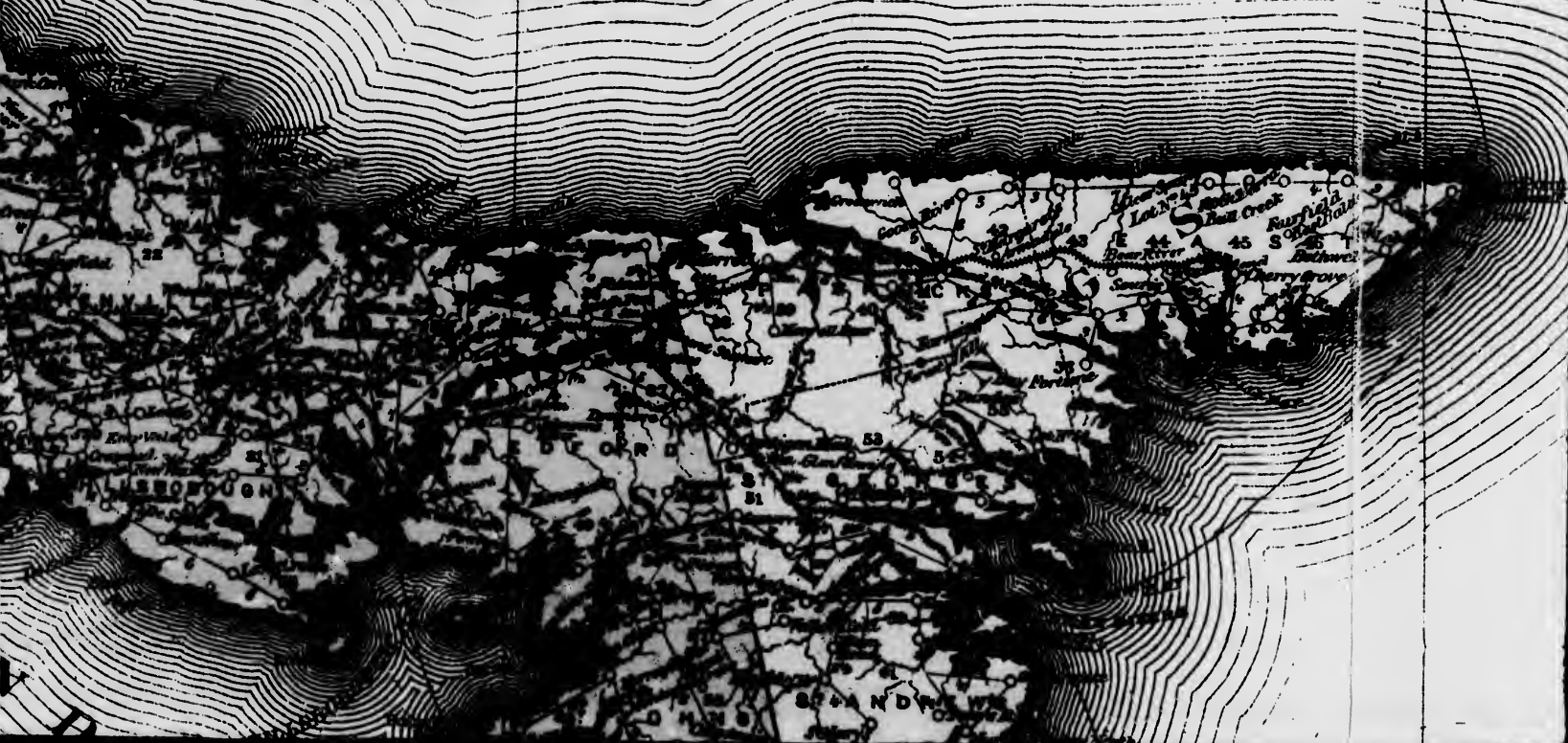
Sta. Sta. Railways completed

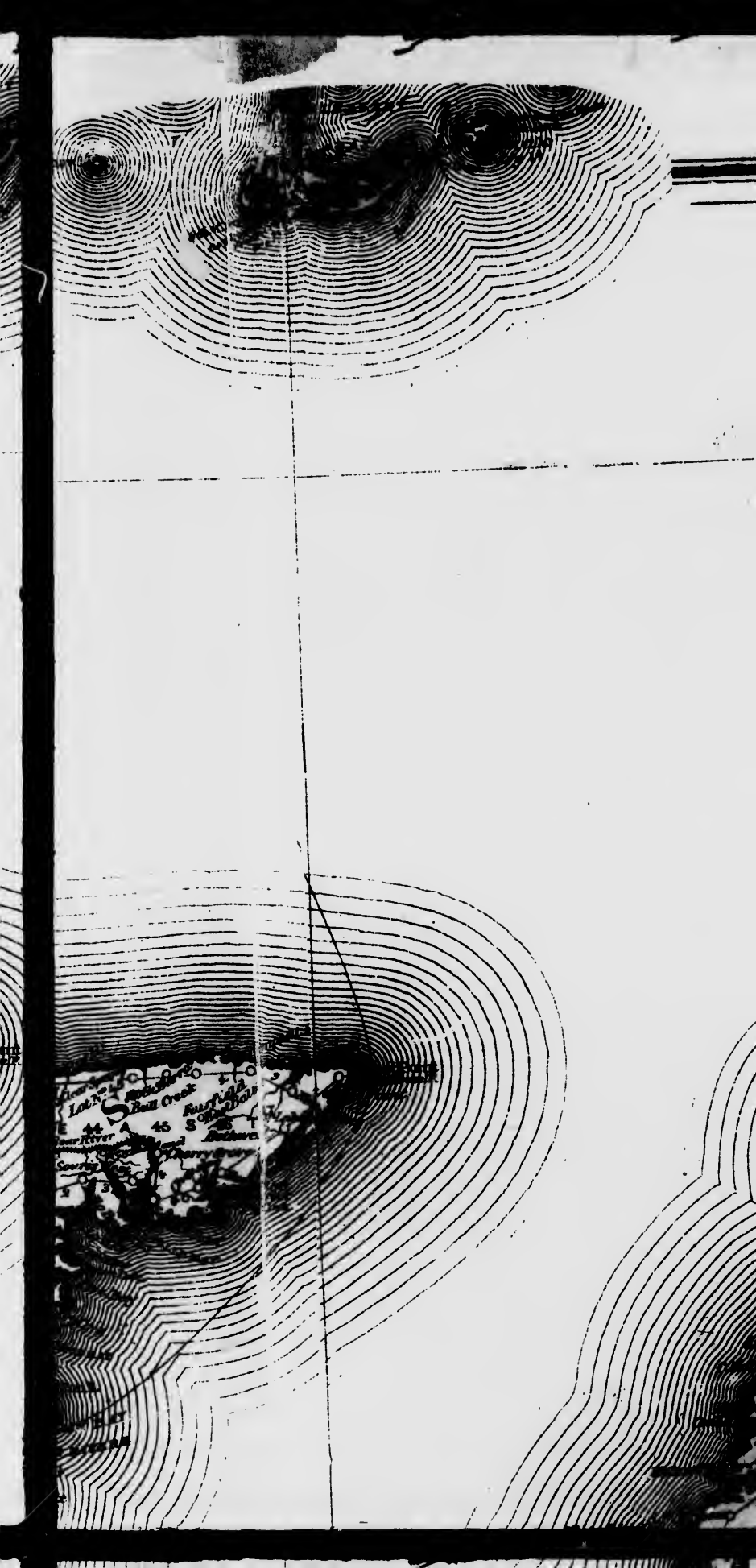
Railways in progress

 Distances between Towns over Post Roads.

 Gold Mines. *Coal Mines.*

PRINCE EDWARD ISLAND





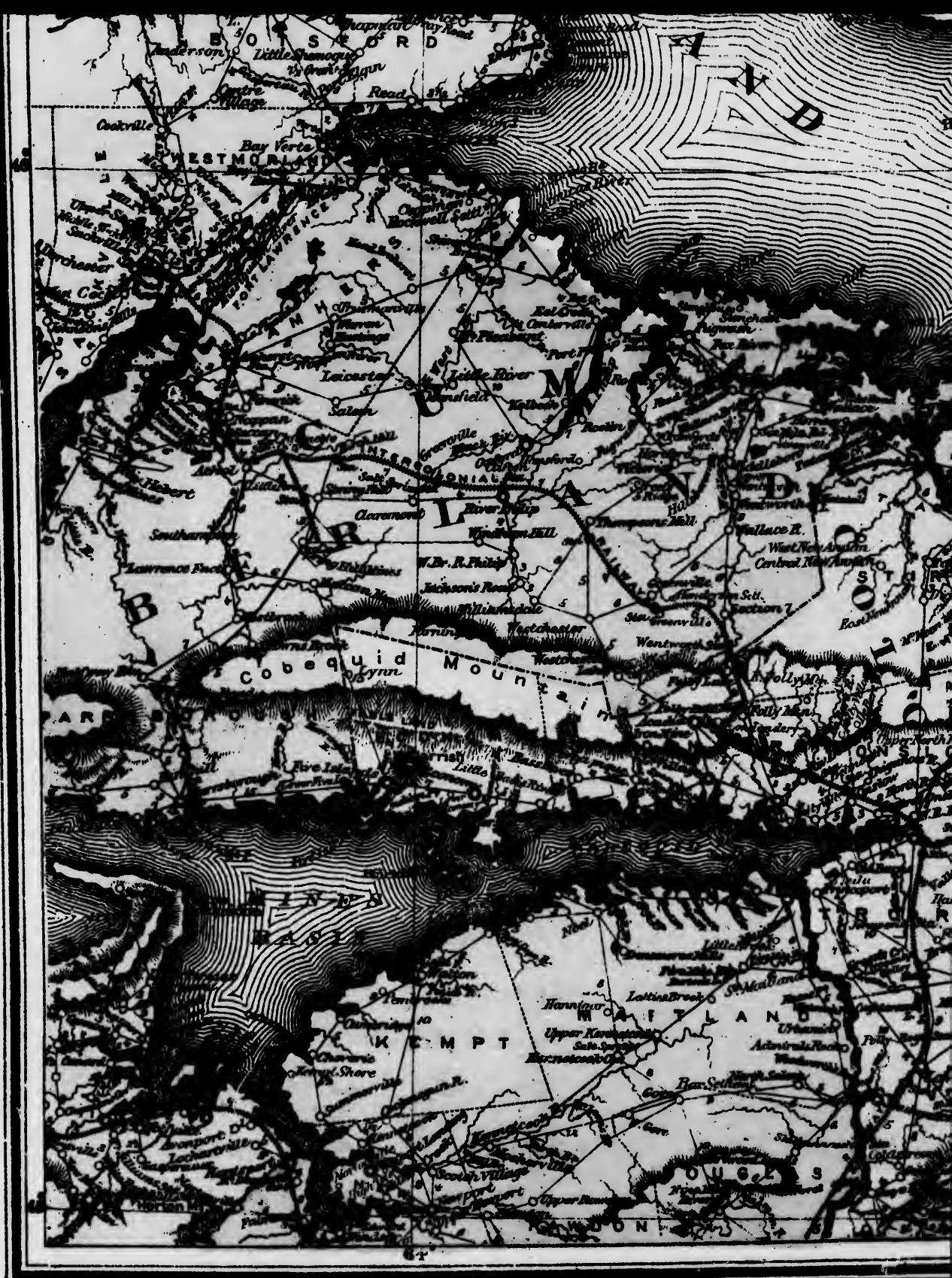
61°

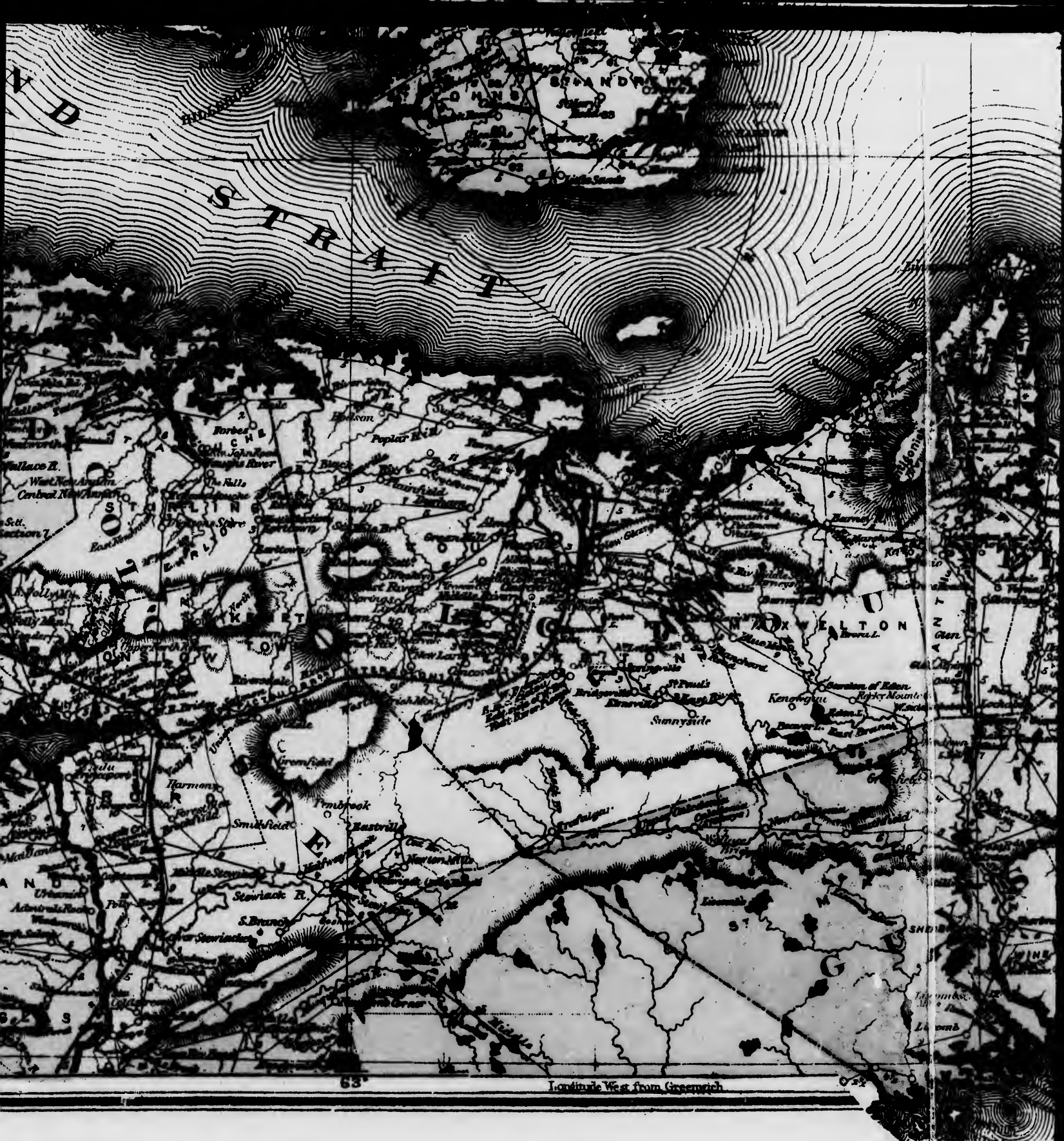
Cape St. J.

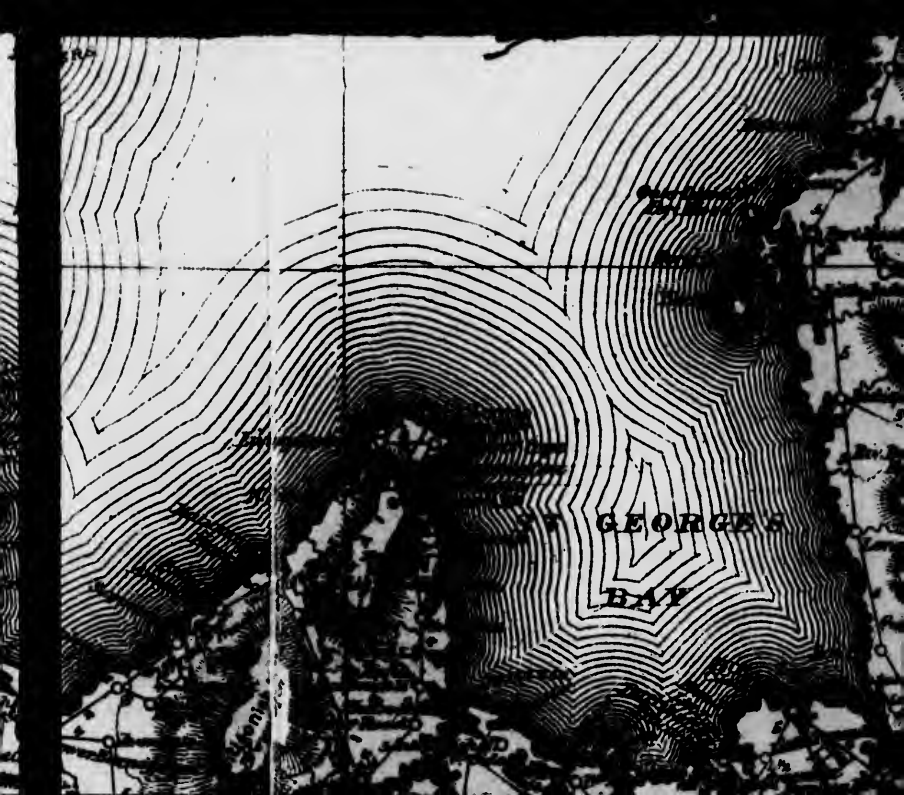


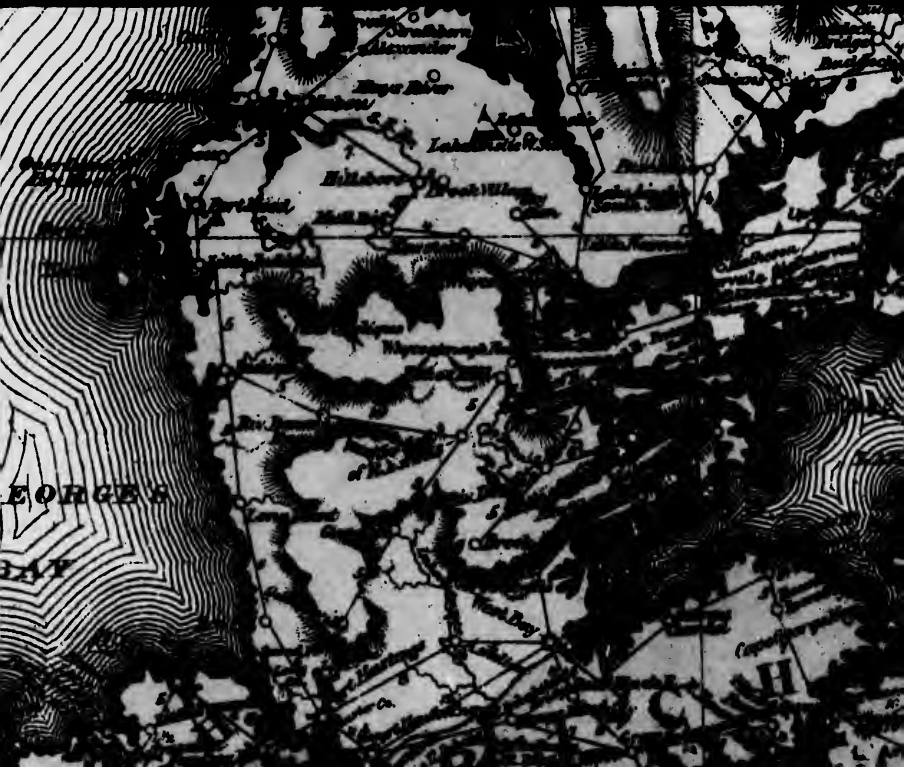


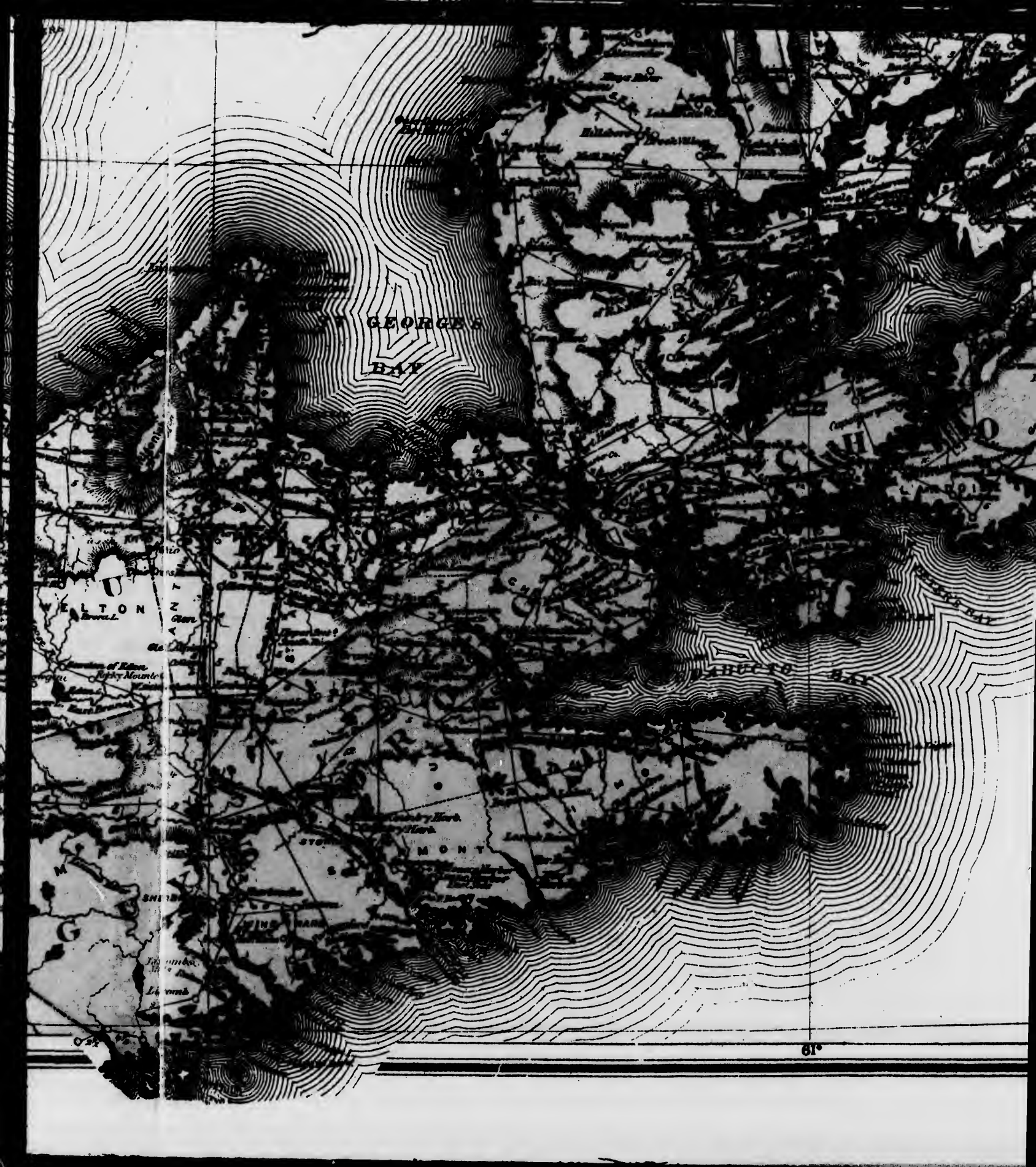












NEW ATLAS
OF THE
DOMINION OF CANADA

— COUNTIES OF —

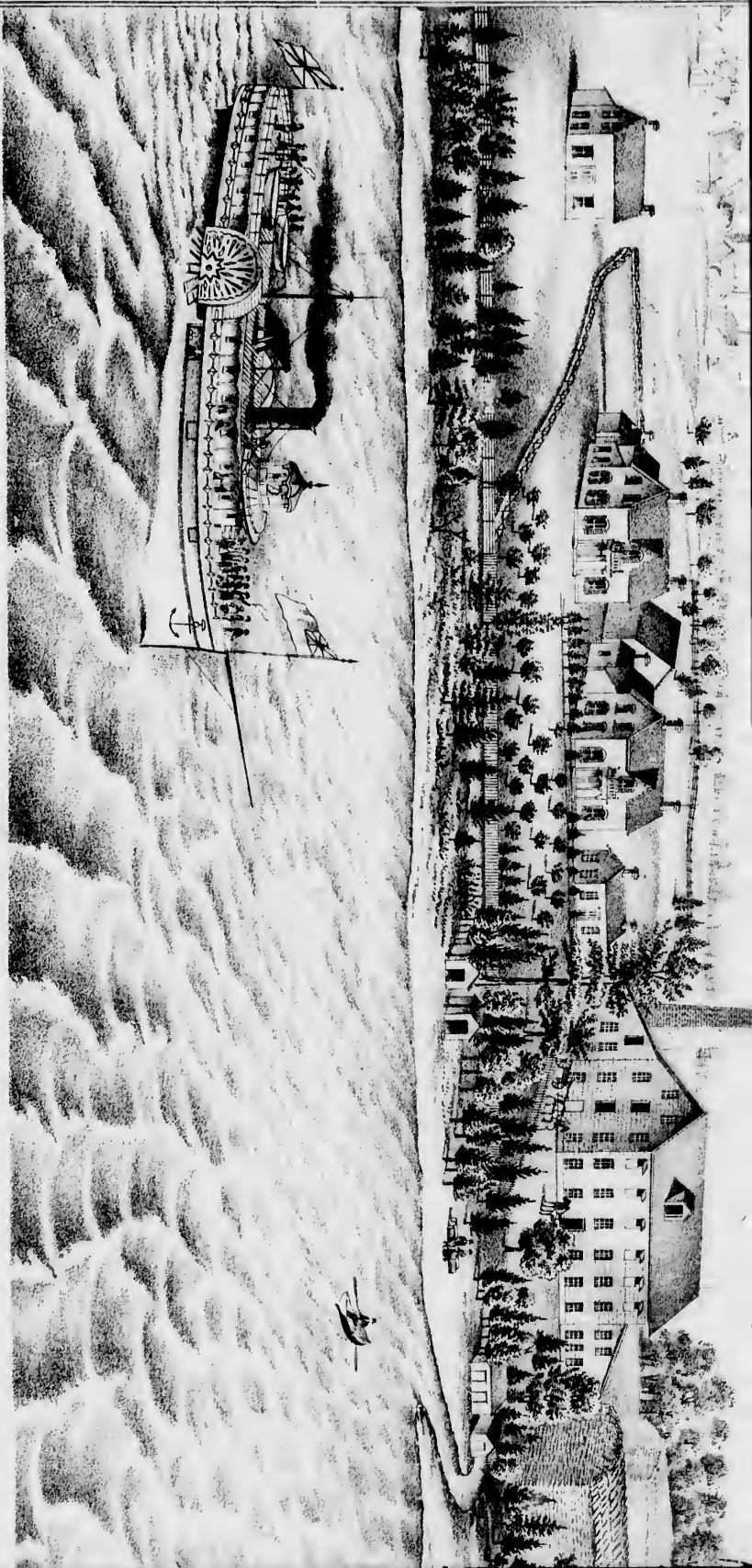
CUMBERLAND, COLCHESTER, PICTOU
ANTIGONISH, GUYSBOROUGH

— NOVA SCOTIA —

INVERNESS, CAPE BRETON,
VICTORIA, RICHMOND,

— CAPE BRETON —

PRINCE, QUEENS, KINGS,
PRINCE EDWARD ISLAND



34 — TANNERY & RESIDENCES OF ZINKAN, CRESS & CO., POINT FLIGIN, ONTAP TO MANUFACTURERS OF SPANISH SOLE LEATHER

Philip Cross.



Henry Zinkon.



Isaac E. Bowman.





*Henry Bates,
of Melancthon Tp. Ont.
A Member of the old District Council.*



*Roderick Clark, [Deceased]
Somdra Tp, Ont.*



*William Silk,
2nd White Settler in Melancthon Tp. Ont.
[Deceased]*



*Richard Campbell,
First School Teacher in Arlemesia*



RES. OF WILLIAM DERRY, BENTINCK TP. CON. 89, LOT





*Roderick Clark, [Deceased]
Sombra Tp, Ont.*



*James Lever, [Deceased]
Pioneer of York County.*



*Richard Campbell,
First School Teacher in Artemesia Tp, Ont.*

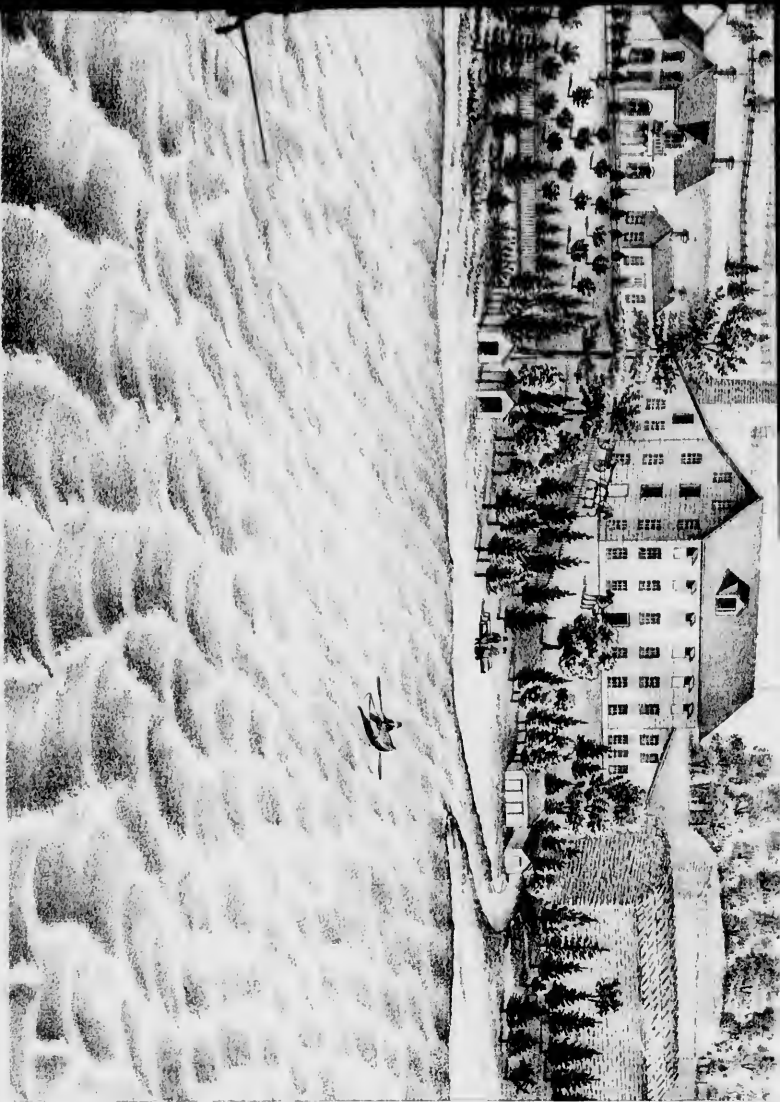


*Jas. J. Watson, [Deceased]
Melancthon Tp Ont.*



AM DERBY, BENTINCK TP. CON. 80, LOT 68. ONT.





OF **ZINKAN, CRESS & CO.**, PORT TIG. N. ONTARIO
BROTHERS OF SPANISH SOFT LEATHERS

Henry Zerkow



Isaac E. Rowman





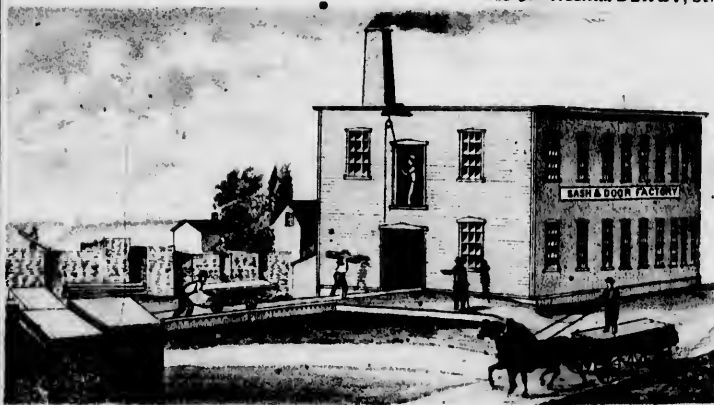
*William Silk,
2nd White Settler in Melancthon Tp. Ont.
[Deceased]*



*Richard Campbell,
First School Teacher in Arlemest*



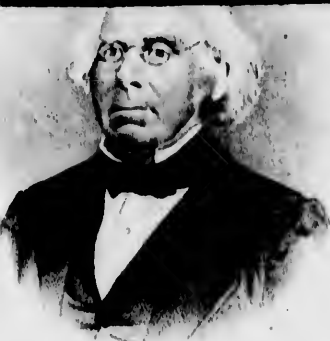
RES. OF WILLIAM DERRY, BENTINCK TP. OGN 80, LO.



JNO. HARRISON'S STEAM SAW MILL & SASH & DOOR FACTORY, WEST ST., OWEN SOUND, GREY CO. ONT.



RES. OF JAM



*Richard Campbell,
First School Teacher in Artemesia Tp Ont.*



*Jas. J. Watson, [Deceased]
Melancthon Tp Ont.*



WILLIAM DEREY, BENTINCK TP. CON 89, LOT 68. ONT.



UND, GREY CO. ONT.

RES. OF JAMES BEECROFT, CON 8, LOT 160, ARTEMESIA TP. GREY CO. ONT.



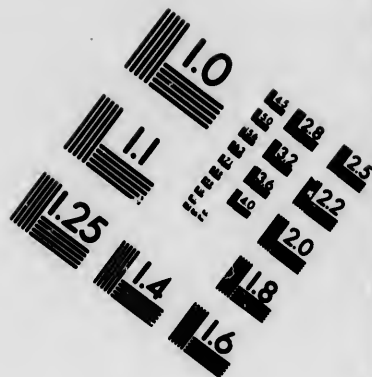
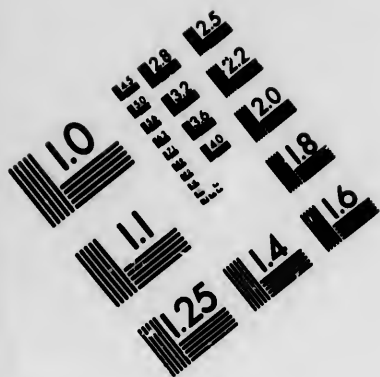
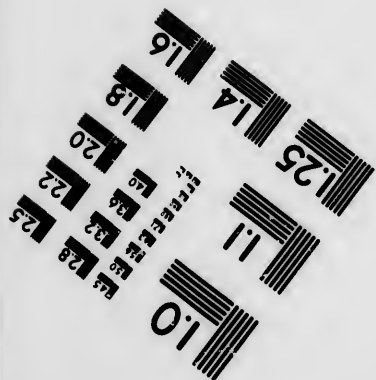
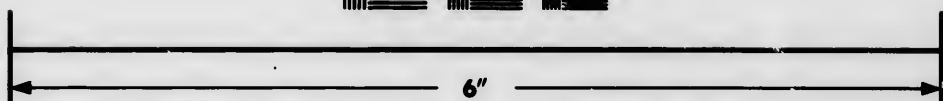
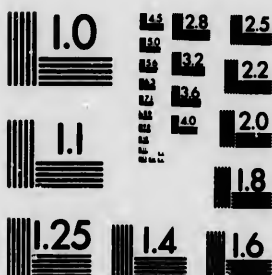


IMAGE EVALUATION TEST TARGET (MT-3)



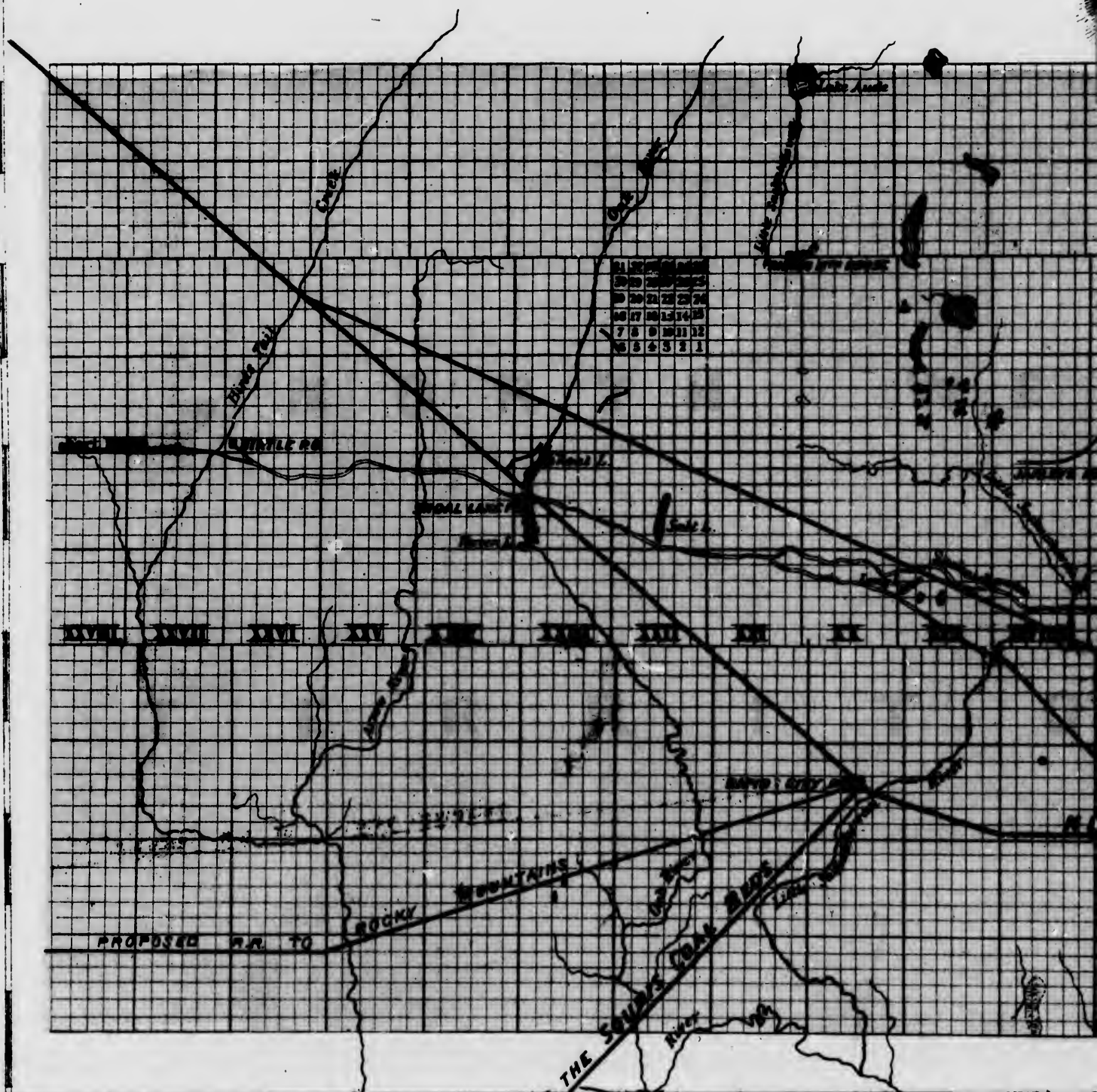
Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.8 2.0 2.2 2.5

50°30'

50



100

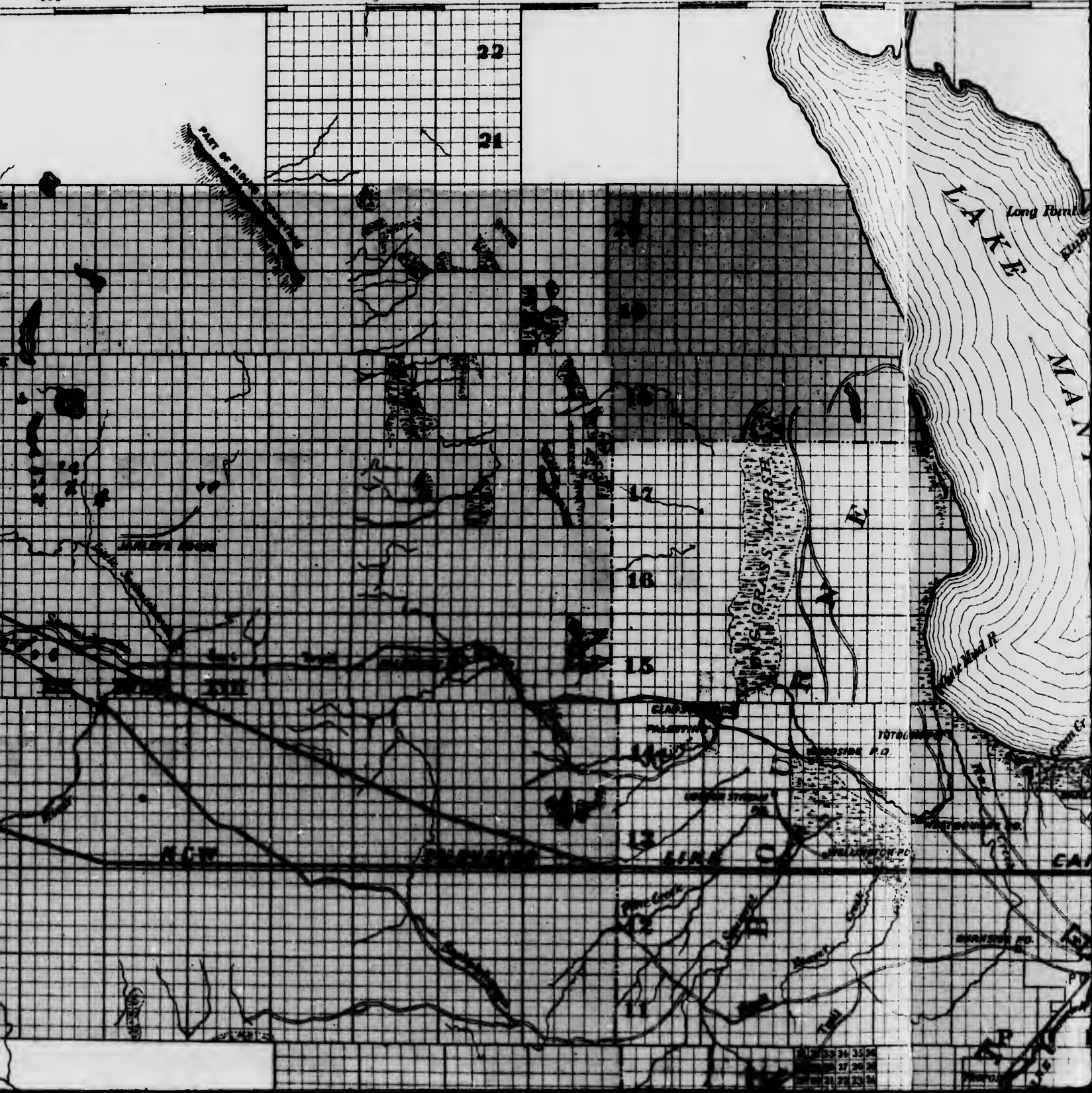
99°50

99

98°50

22

21



98°50

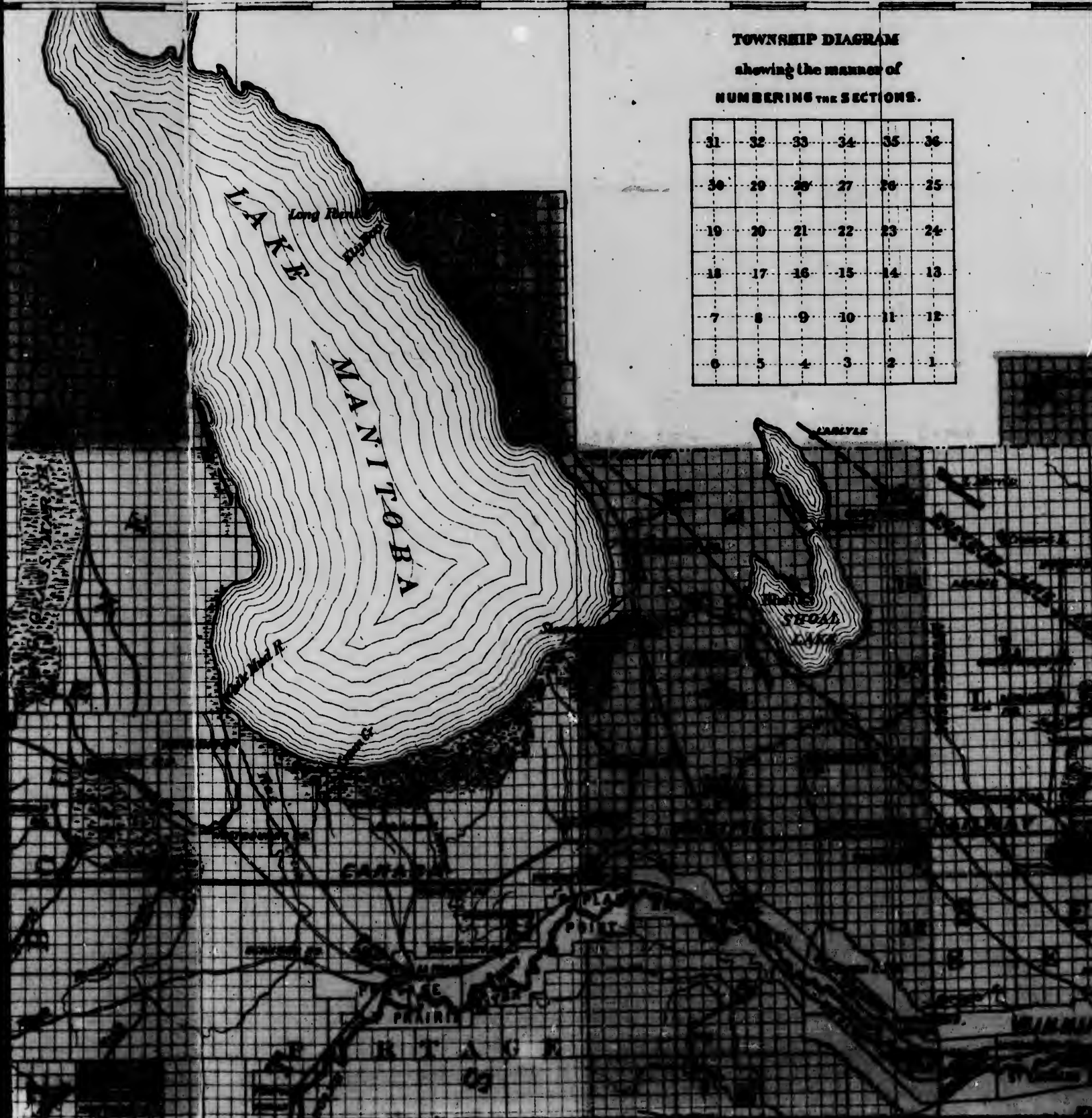
98

97°50

TOWNSHIP DIAGRAM

showing the manner of
NUMBERING THE SECTIONS.

31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1



97

96°50'

98

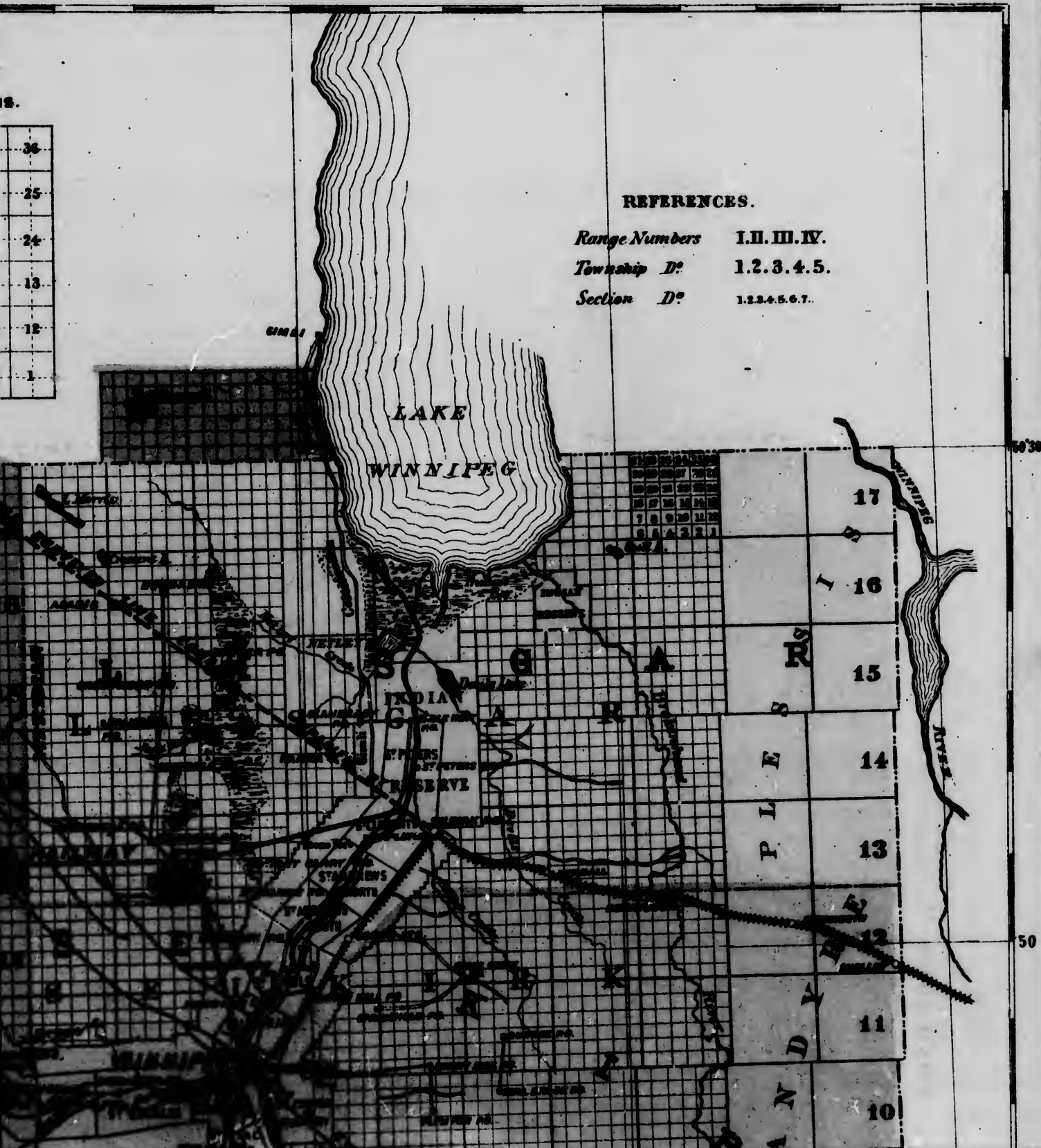
REFERENCES.

Range Numbers I. II. III. IV.

Township D^o 1. 2. 3. 4. 5.Section D^o 1. 2. 3. 4. 5. 6. 7.

18.

36
25
24
13
12
1





MAP
OF
MANITOBA
AND THE
NORTH WEST TERRITORY

SCALE OF MILES



49

24°30'

24

23°30'

COPY

40 Miles

International

Boundary

DAKOTA

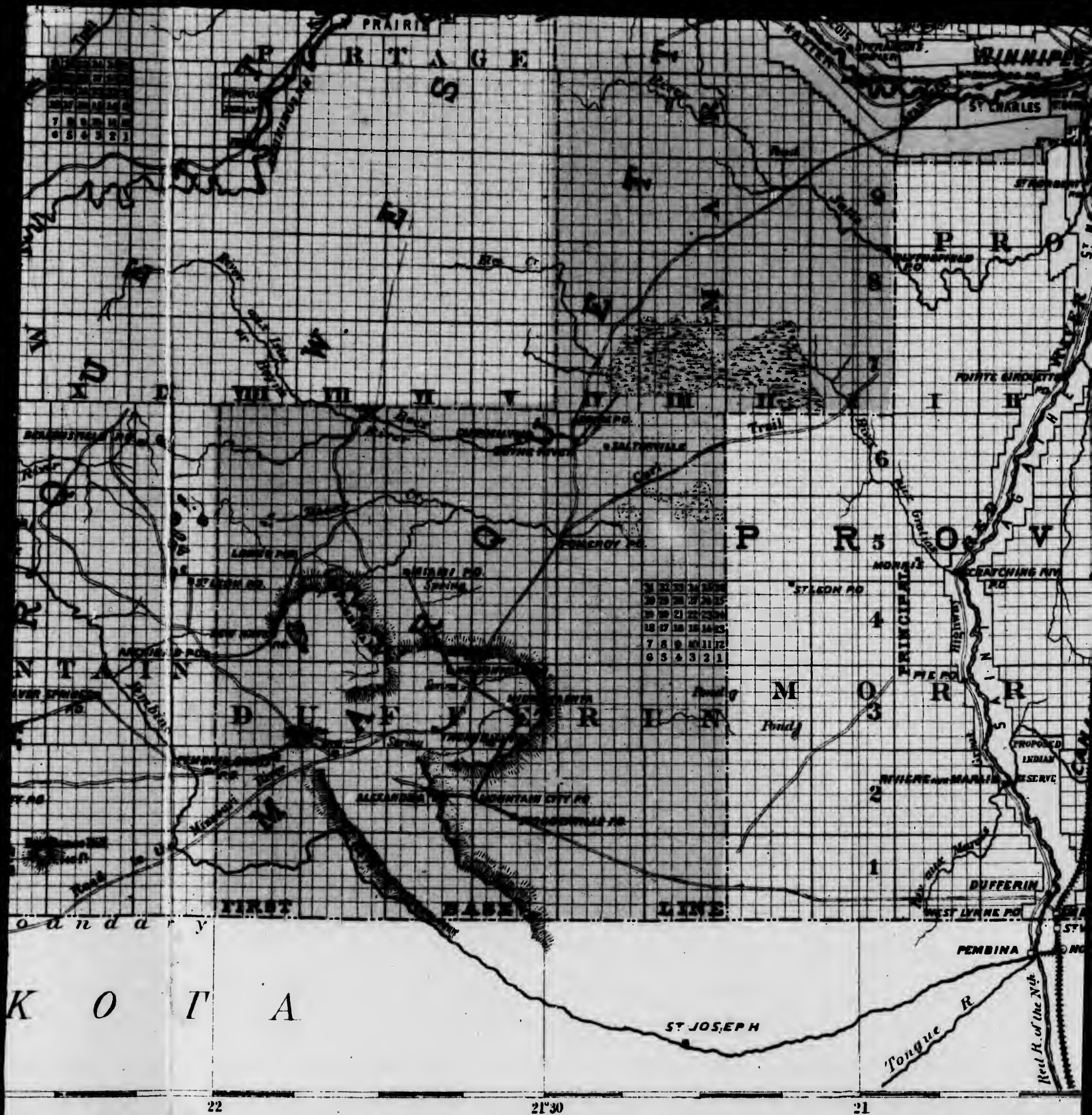
23°30

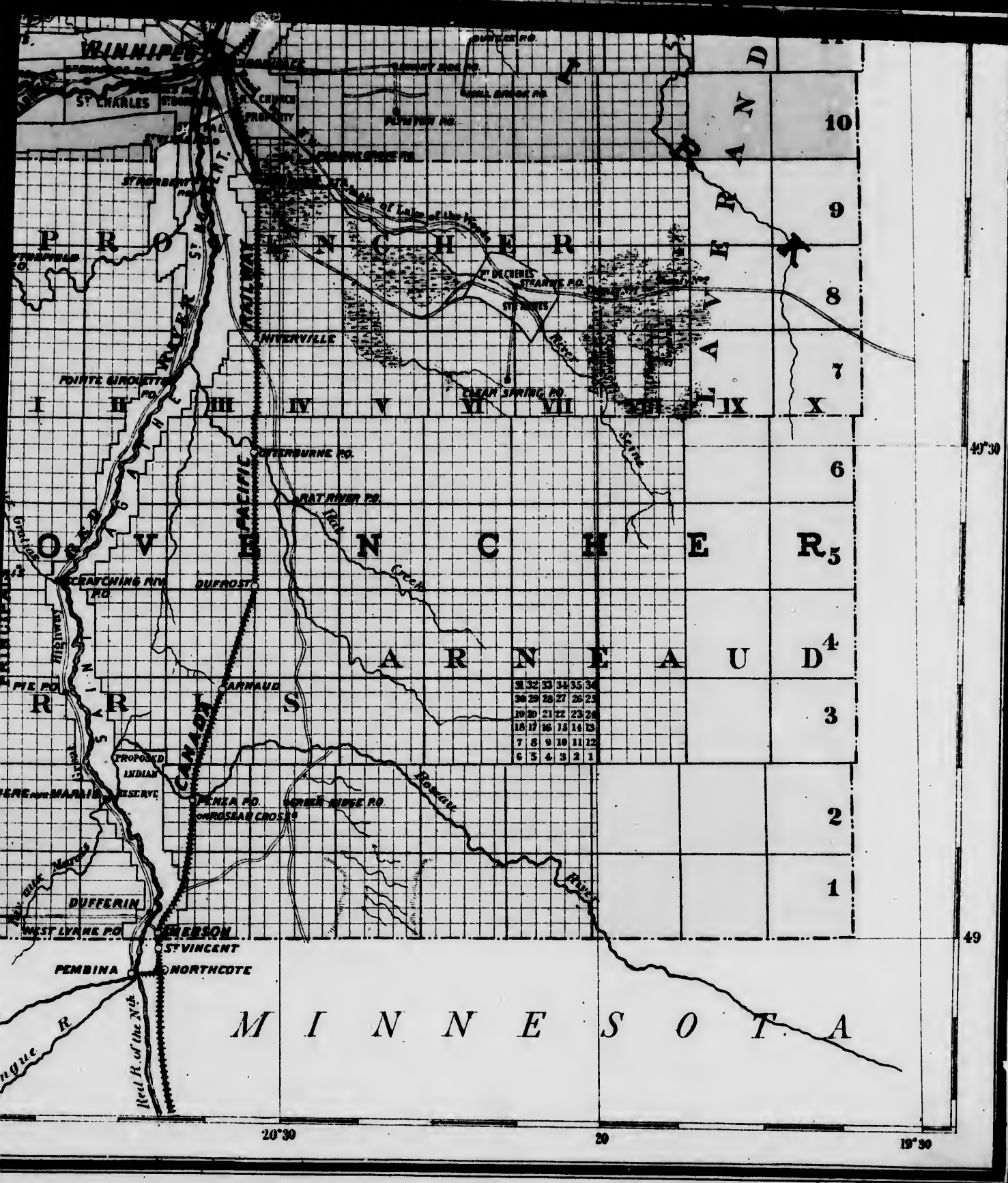
Long. West from Washington

23

22°30

22







Yours truly
J. A. Hunter
M.P.F.

Durham, Ont.





William Jelty,

M. P. R.

Shelburne, Ont.



Sincerely yours
George Jackson
M. P.

Durham, Ont.

Dr. George Landerkin,
Ex M. P.

Hanover, Ont,

Very yours
J. R. Sing
M. P.
Singhampton, Ont.



J. R. Sing,
Singhampton, Grey Co.
Ont.



James Gibson,
[Deceased]
Late Clerk of Osprey Tp. Ont.



The late J.P. Coulson,
OWEN SOUND.

Joseph Walker,
Founder of Walkerton,
ONT.

Mo
Found

Clerk



*Mark Armstrong,
Founder of Markdale,
ONT.*



*Judge Frederick T. Wilkes,
[Deceased]
of OWEN SOUND.*



*Robert Dunlop,
Clerk of the Tp of Euphrasia
for 21 Years.*







117°

116°

115°

114°

113°

112°

MAP OF BRITISH COLUMBIA

COMPILED FROM THE
MAP OF THE PROVINCE

RECENTLY PREPARED

under the direction of the

HON. J.W. TRUTCH

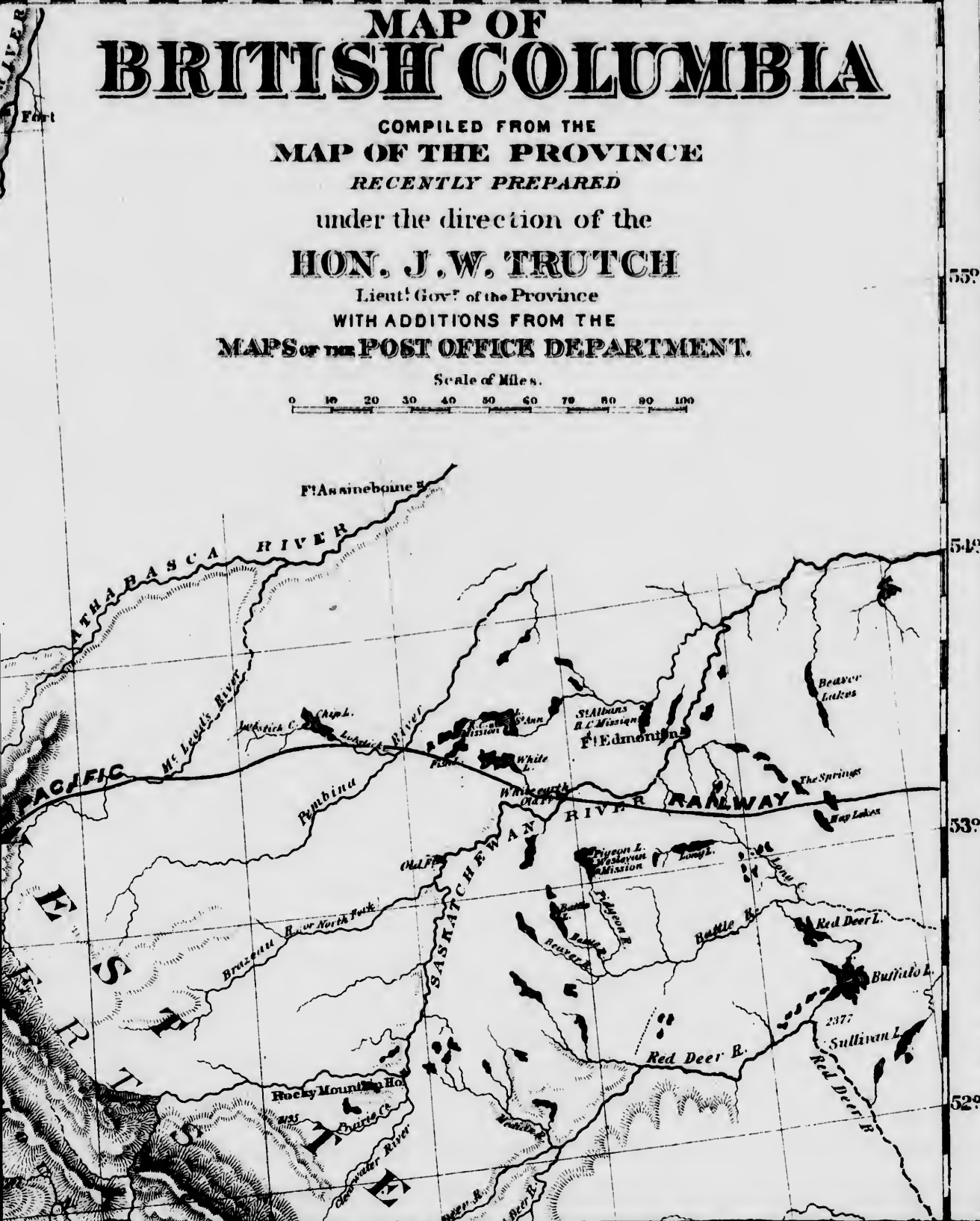
Lieut. Gov^r of the Province

WITH ADDITIONS FROM THE

MAPS OF THE POST OFFICE DEPARTMENT.

Scale of Miles.

0 10 20 30 40 50 60 70 80 90 100



51°

N O R T H

50°

P A C I F I C

49°

O C E A N

48°

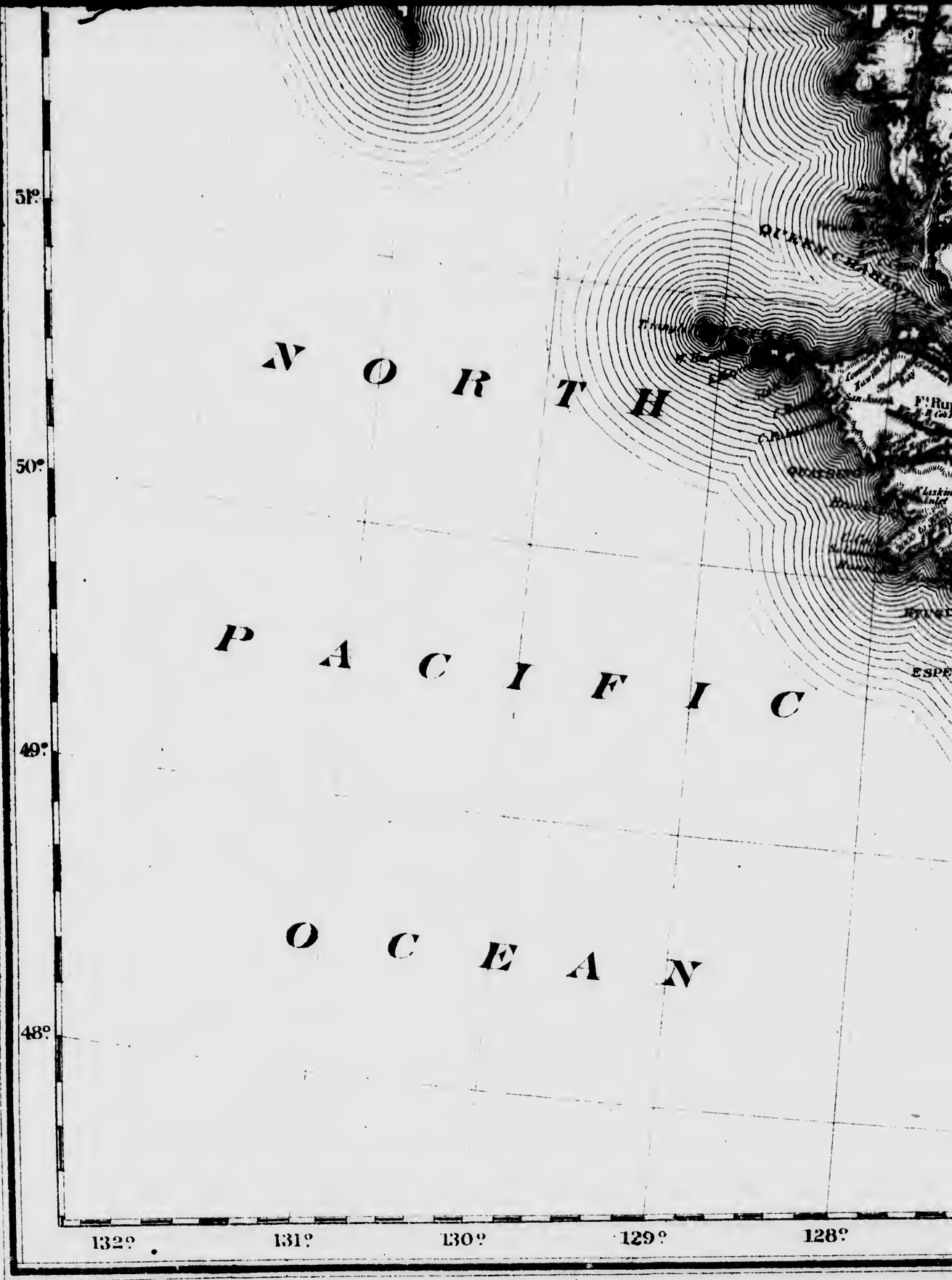
132°

131°

130°

129°

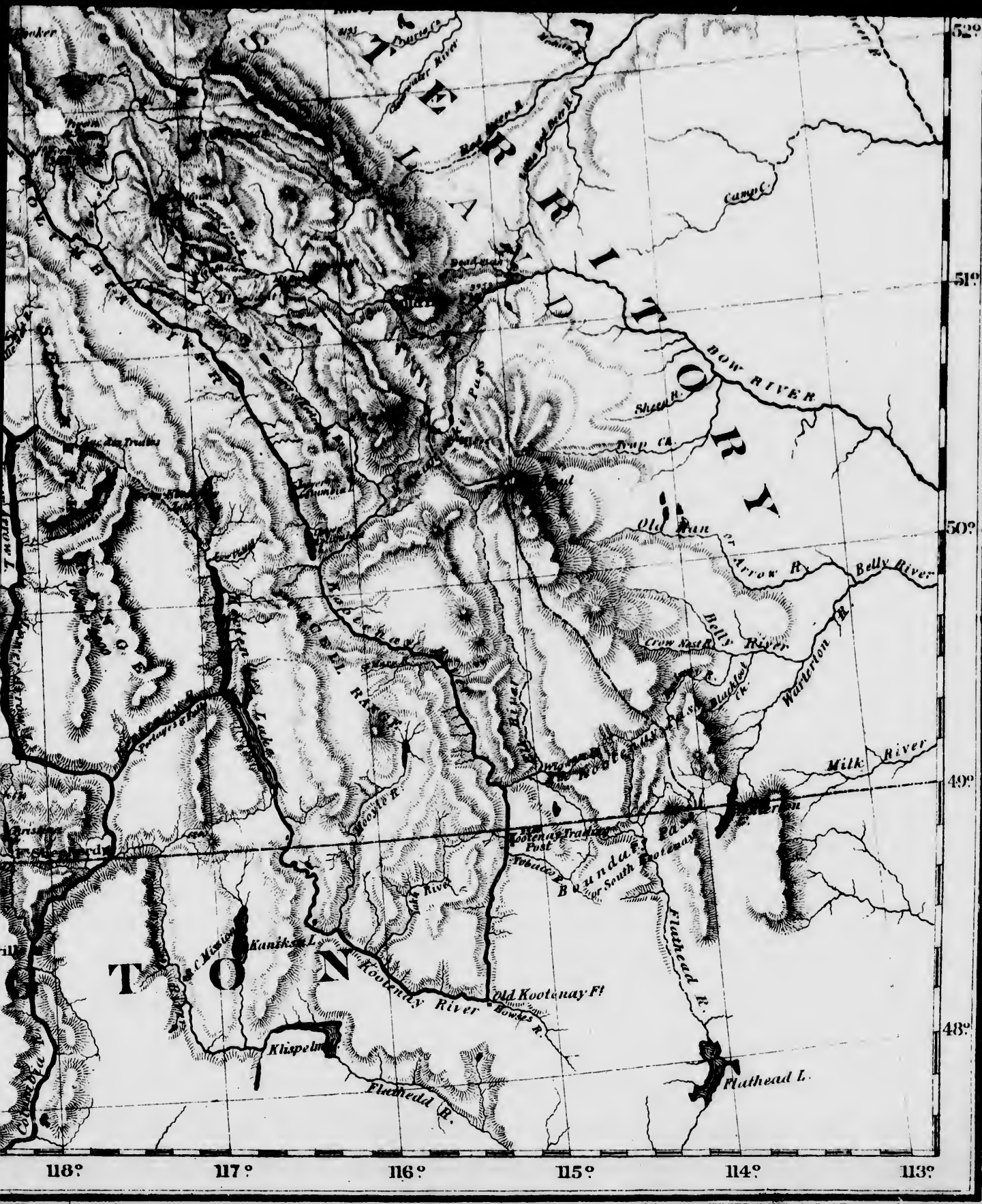
128°





128° 127° 126° 125° 124° 123° 122°







*John Mc Lay,
Registrar of Bruce Co.*



*Jas Beuchett "deceased"
first Warden of the Co. of Grey*



*James Peterson
Ex-warden of the Co. of Grey*



*Friday, deceased
Warden of Grey Co. 1879*



*W. W. Knoll
Receiver of Highways for Ont.*



*James Brown,
Townships of Kent & Durham*



*W. J. McFarland
1881-1882*



*James Murdoch
Ex-Warden of the County of Grey*



*James Paterson,
Ex-Warden of the County of Grey*



*James Brown,
Township Clerk, Clerk of Durham*



*Frederick G. MacRae
Warden of Grey Co. 1880*

*E. E. Knoll
Reeve of Higham Township*



*W. J. McFarland
MARRIAGE*

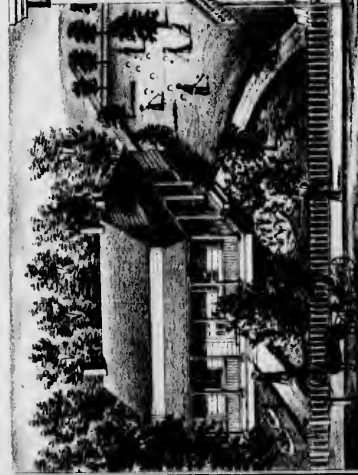


*James Murdoch
Ex-Warden of the County of Grey*

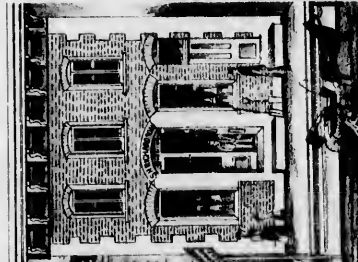


*W. D. Wain
Treasurer of Durham*

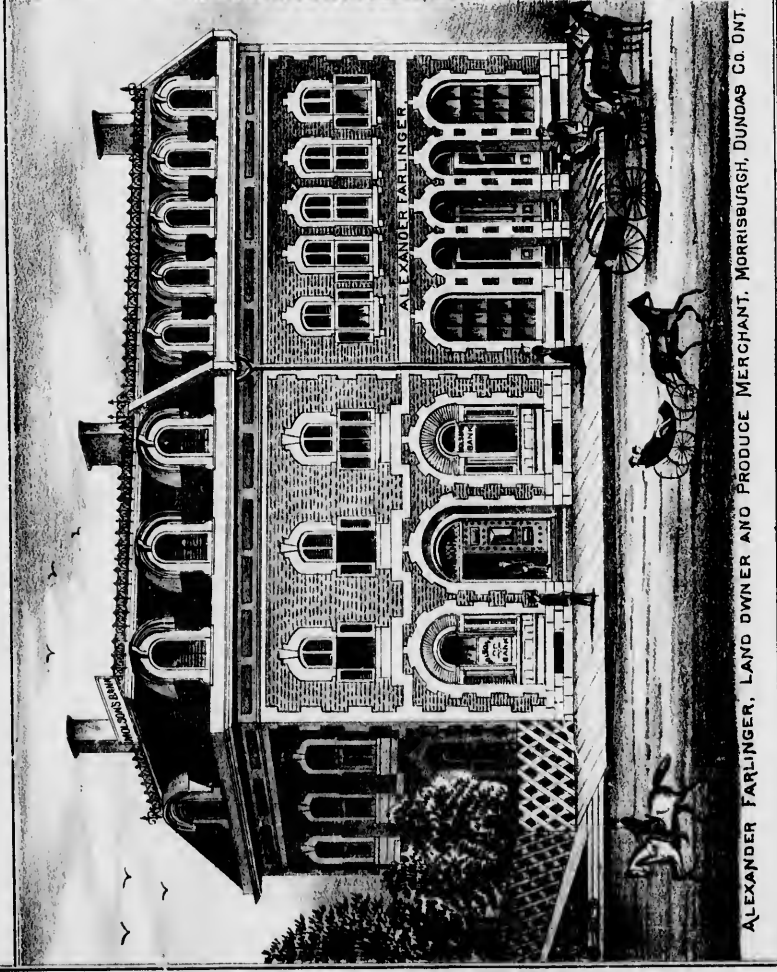
*W. J. Lavelle
Registrar, South Grey*



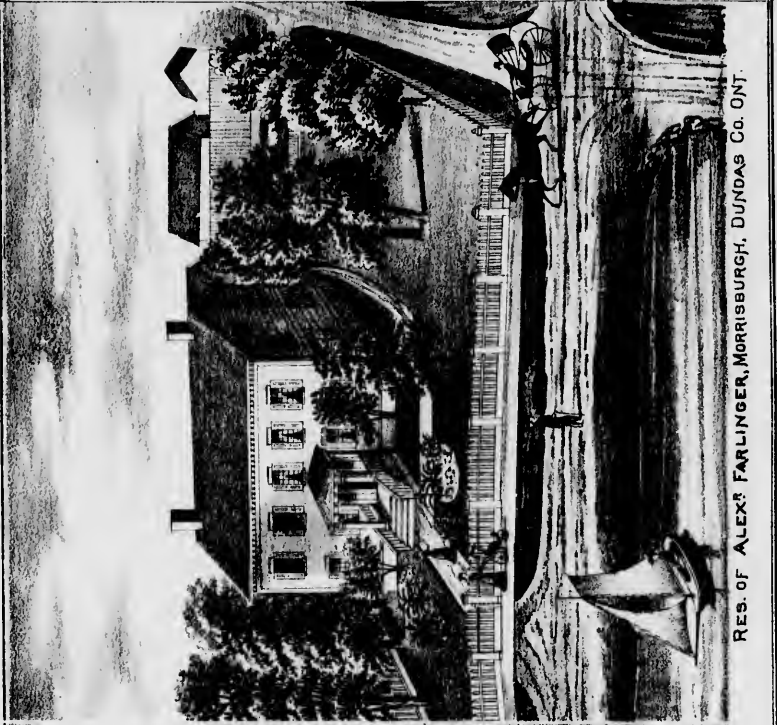
RES. & STORE OF S.H. RICHARDSON SOUTH MOUNTAIN, DUNDAS CO. ONT.



EXPRESS MILLS AND RES. OF WILLIAM MACK ESQ. DEALER IN GRAIN, FLOUR, &c. &c. CORNWALL, ONT.

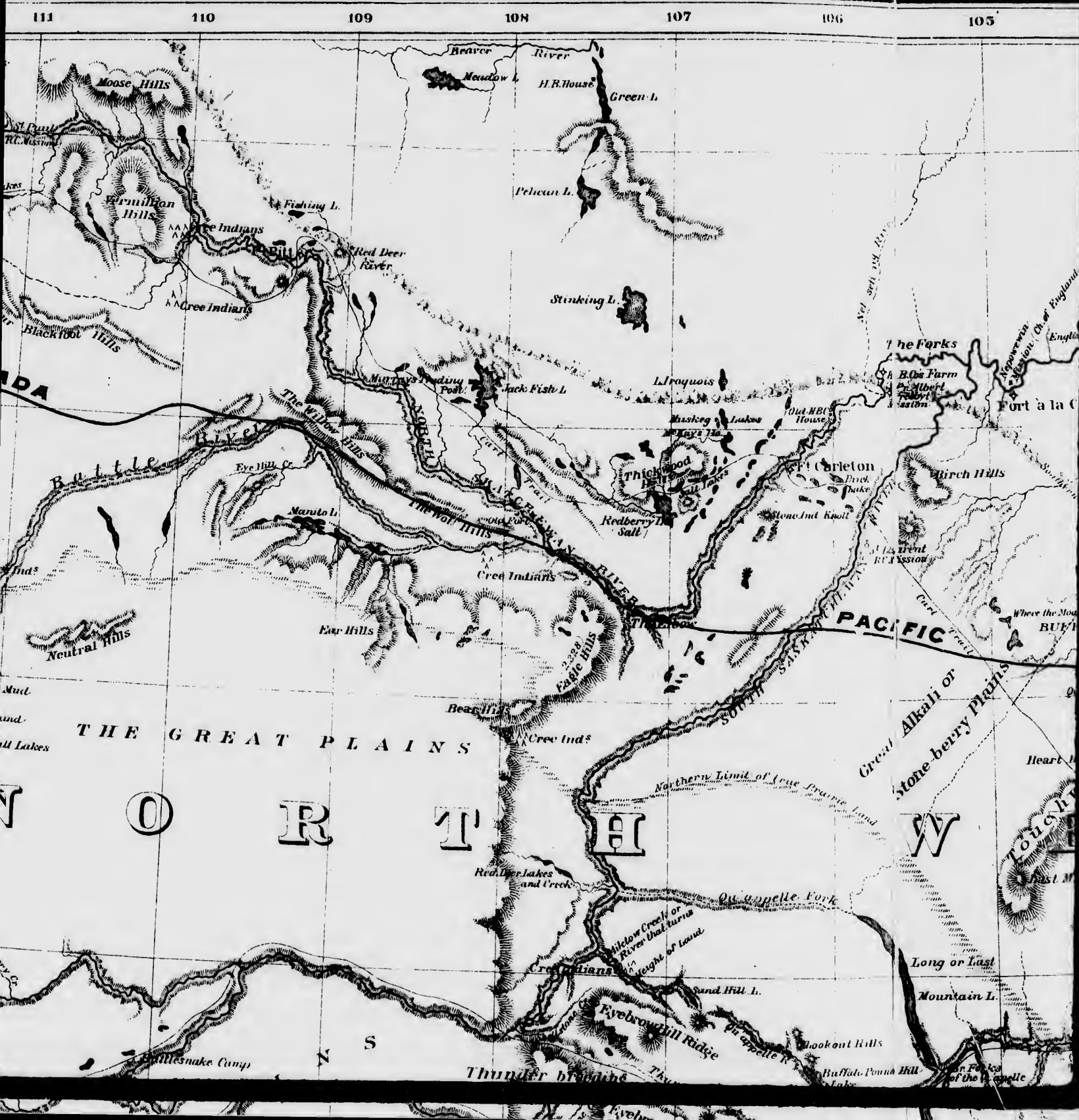


ALEXANDER FARLINGER, LAND OWNER AND PRODUCE MERCHANT. MORRISBURGH, DUNDAS CO. ONT.



RES. OF ALEX. FARLINGER, MORRISBURGH, DUNDAS CO. ONT.



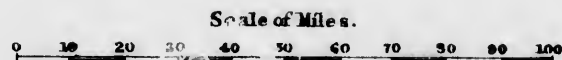








MAP
 OF PART OF THE
NORTH WEST TERRITORY
 including the
PROVINCE OF MANITOBA
 SHOWING ALSO THE ROUTE
 OF THE
CANADA PACIFIC RAILWAY



REF
Mounted Police Stations.
Indian Reserves
Roads, Trails &c.
Heights above the Sea.

114

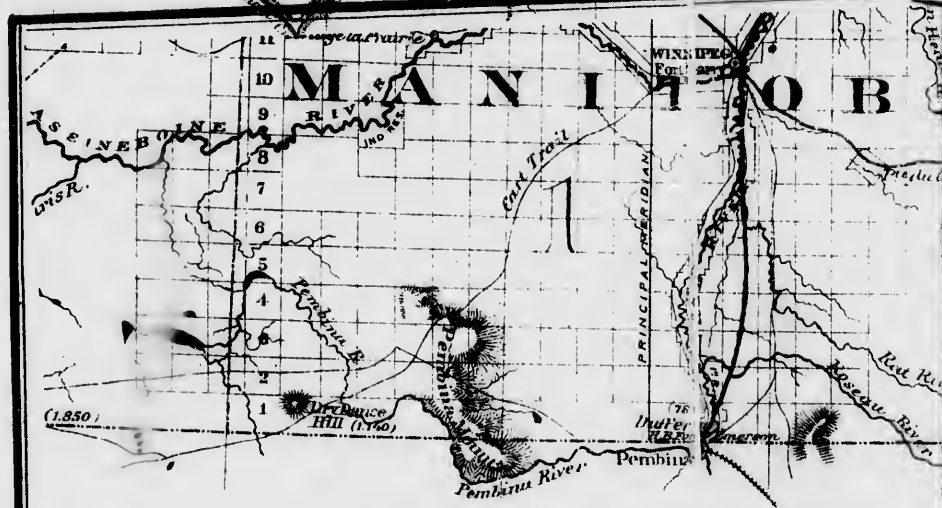
113

112

Longitude 111

West

110 from

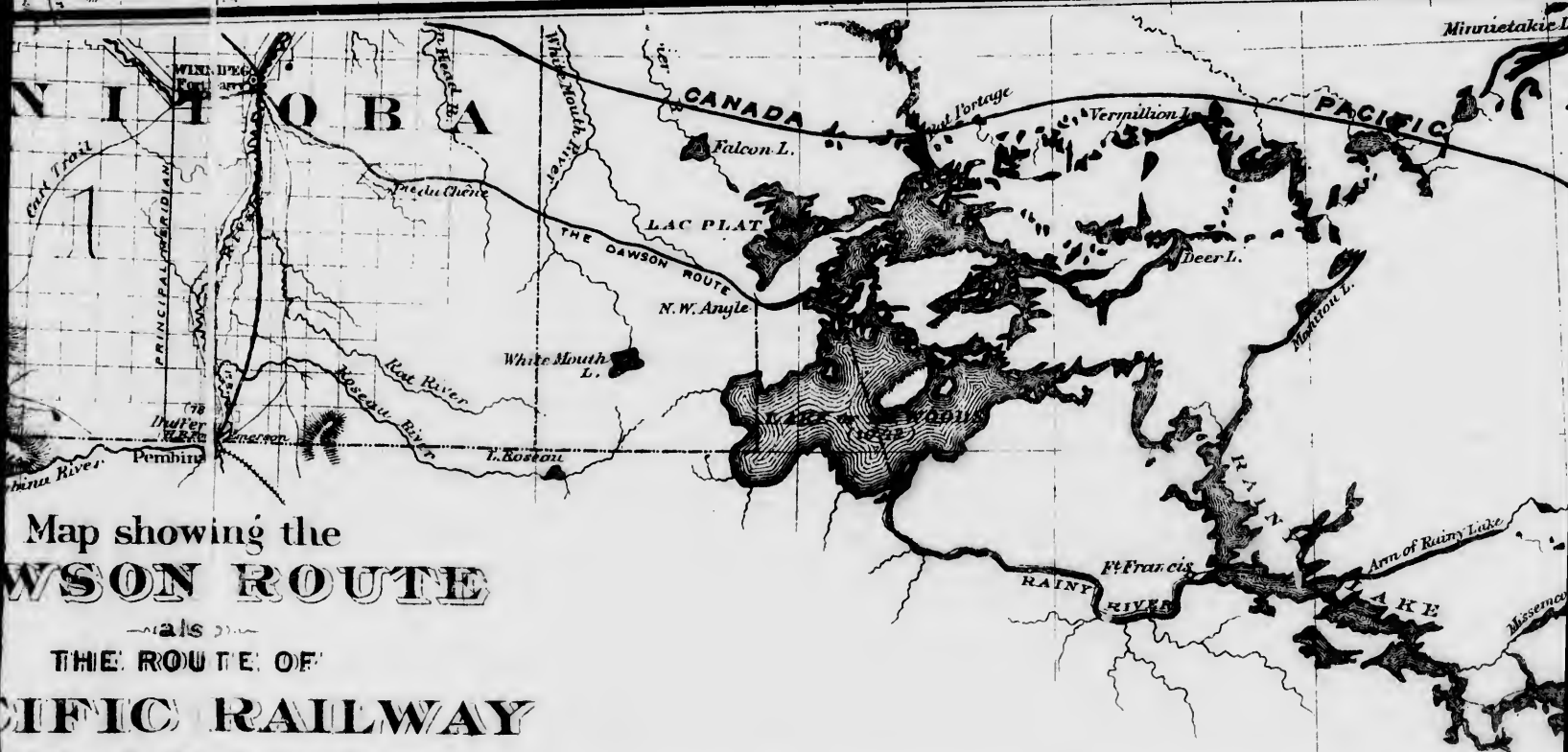


REFERENCES.

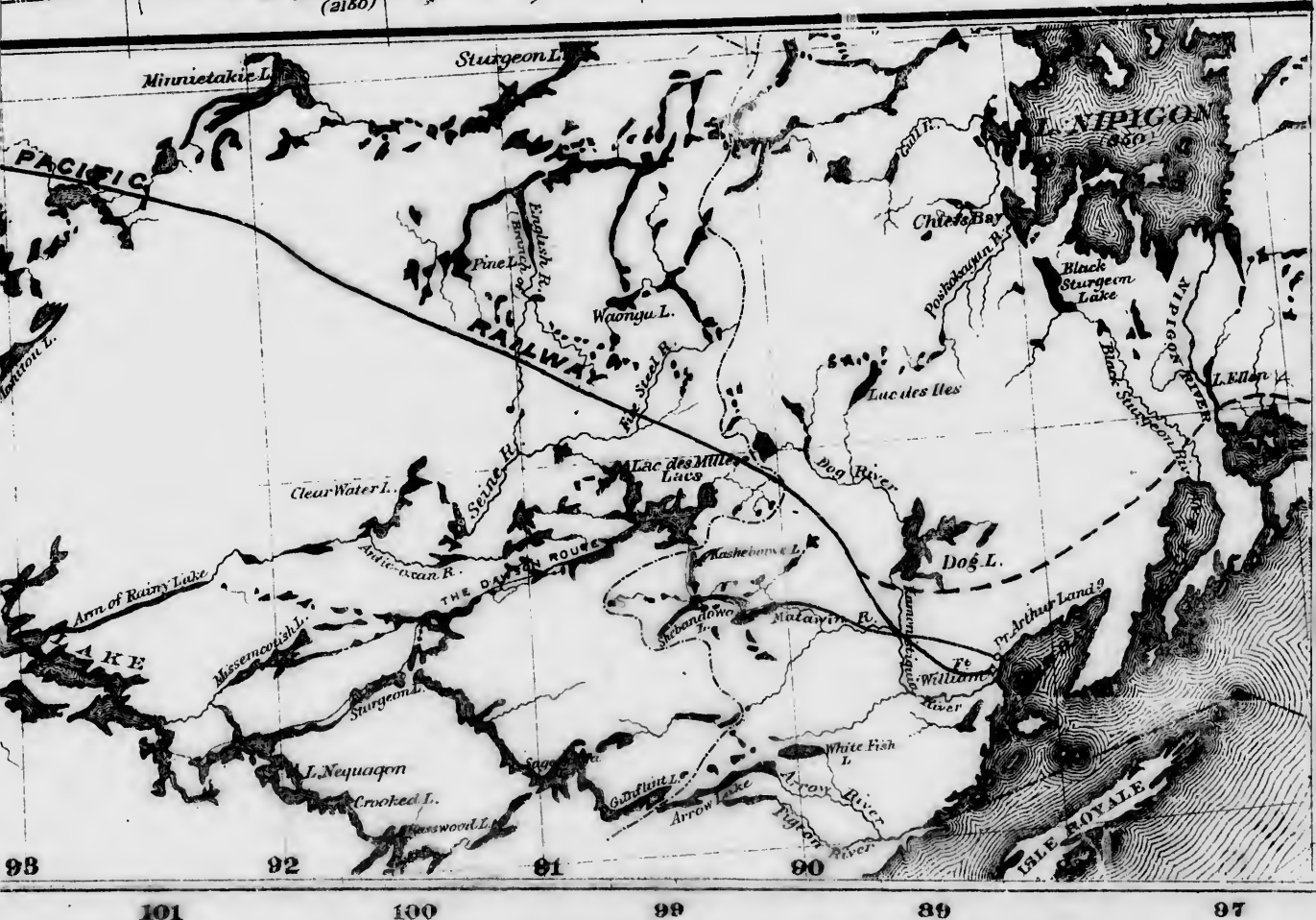
Mounted Police Stations are marked thus
 Indian Reserves
 Roads, Trails &c.
 Heights above the Sea are marked in feet

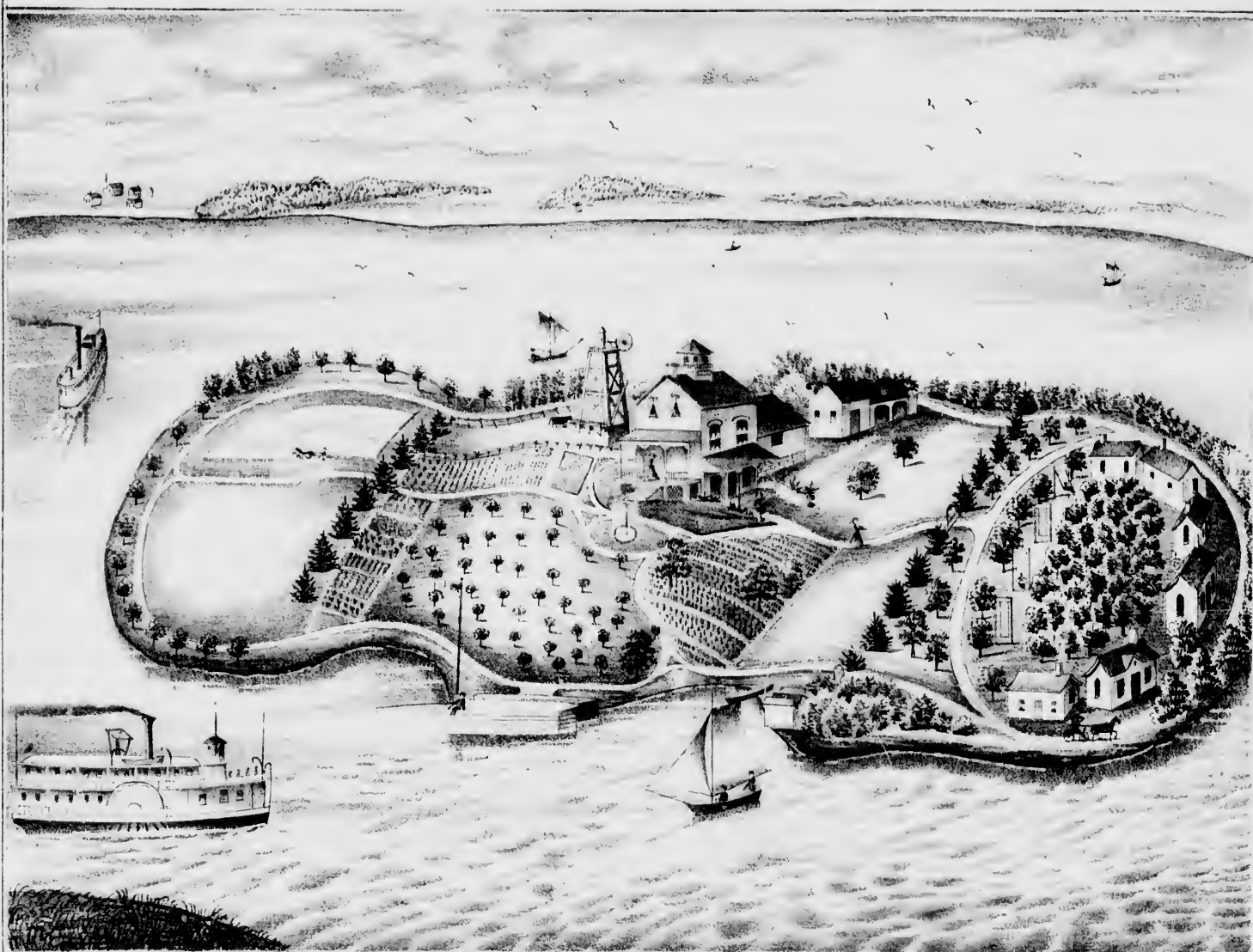
Map showing the
DAWSON ROUTE
 THE ROUTE OF
PACIFIC RAILWAY
 From Thunder Bay to Fort Garry.

West 110 from 109 Greenwich. 108 107 106 105



Map showing the
DAWSON ROUTE
 THE ROUTE OF
PACIFIC RAILWAY
 from Thunder Bay to Fort Garry.





PARK ISLAND SUMMER RES OF J.J. DICKINSON M.D., GLENGARRY CO. ONT



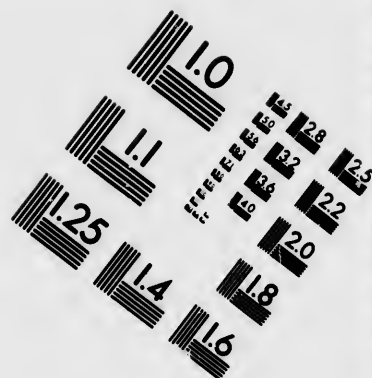
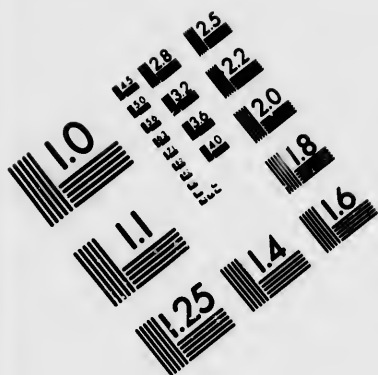
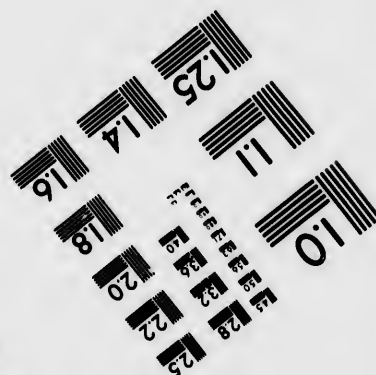
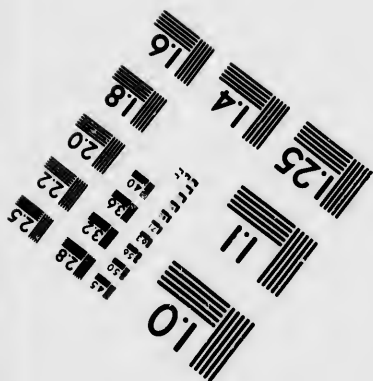
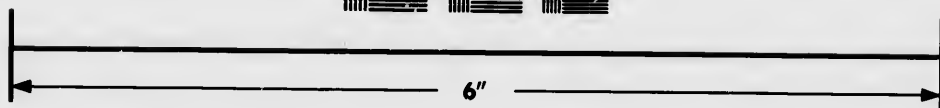
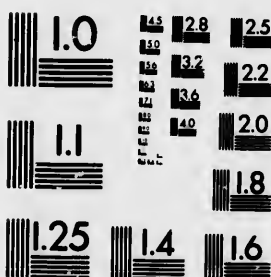


IMAGE EVALUATION TEST TARGET (MT-3)

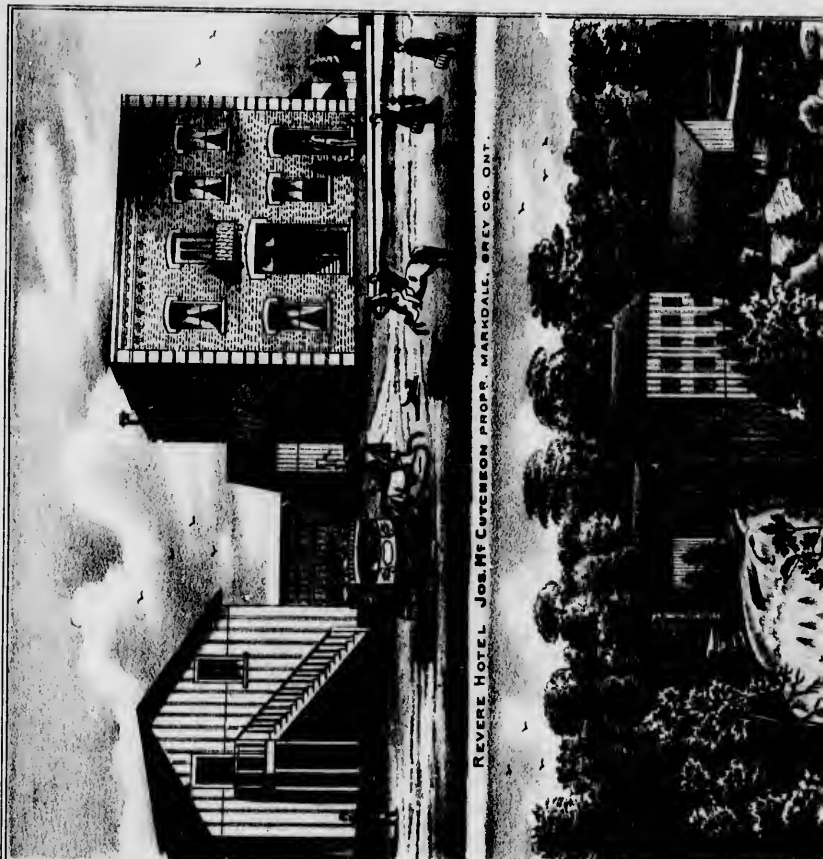


Photographic
Sciences
Corporation

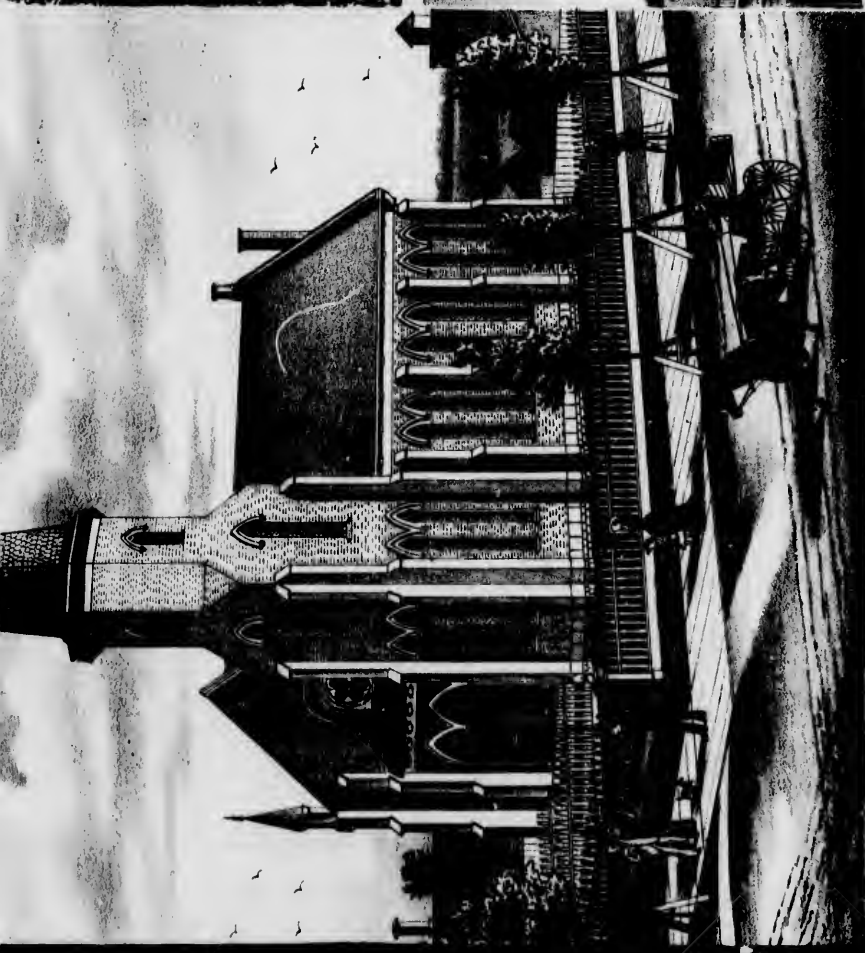
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
E E E E E
28 32 25
E E E E E
22 20
1.8
5

11
1.0
E E E E E



REVERE HOTEL JOS. MC CUTCHEON PROP. MARSDALL, GREY CO. ONT.



KNOX CHURCH, OWEN SOUND, GREY CO. ONT.



INGLIS FALLS NEAR OWEN SOUND, GREY CO. ONT.

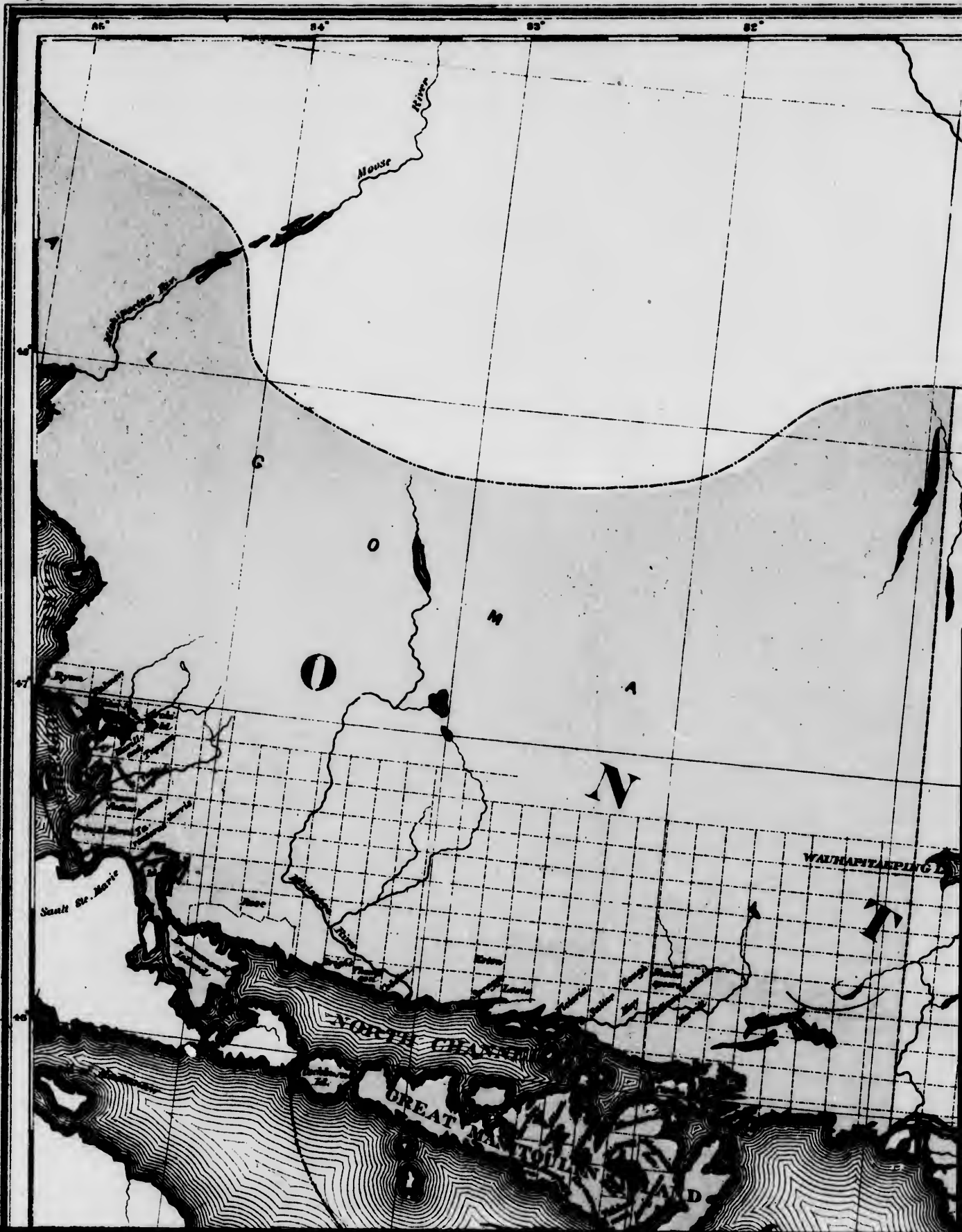


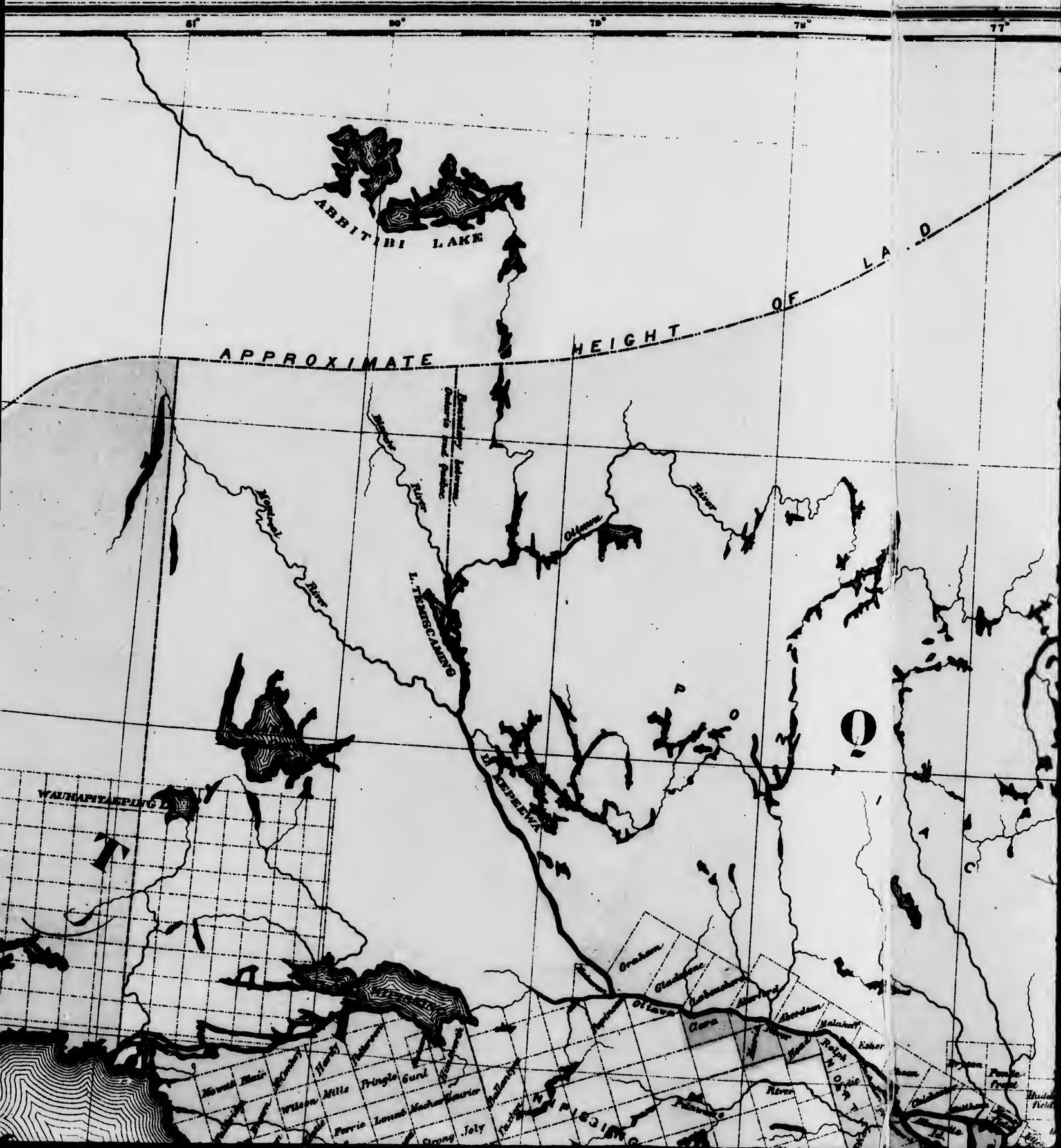
RES. OF FRANCIS BURTON ESQ, HOLLAND PT. LOT 181, GREY CO. ONT.



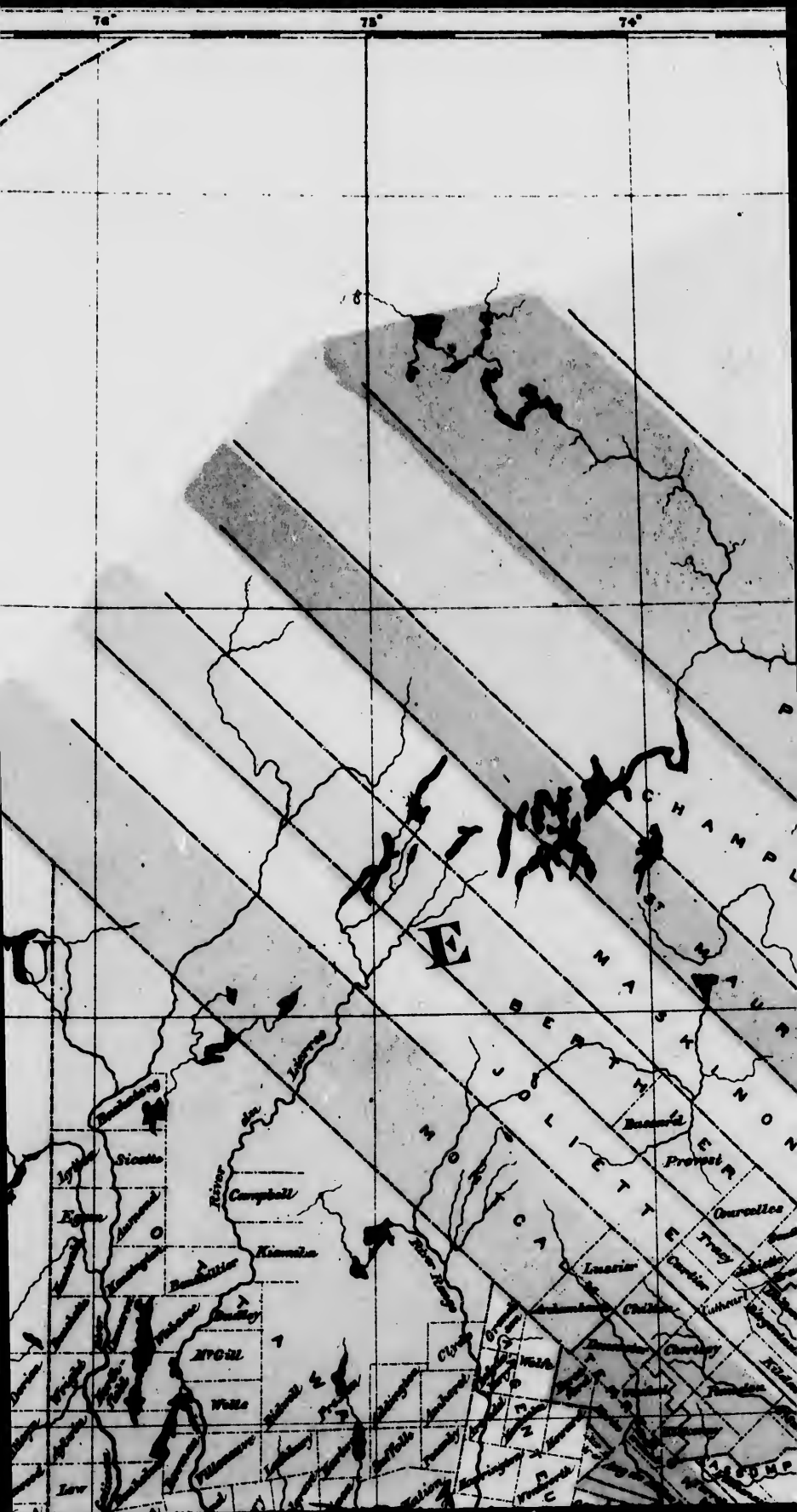


KNOX CHURCH, OWEN SOUND, GREY CO. ONT.







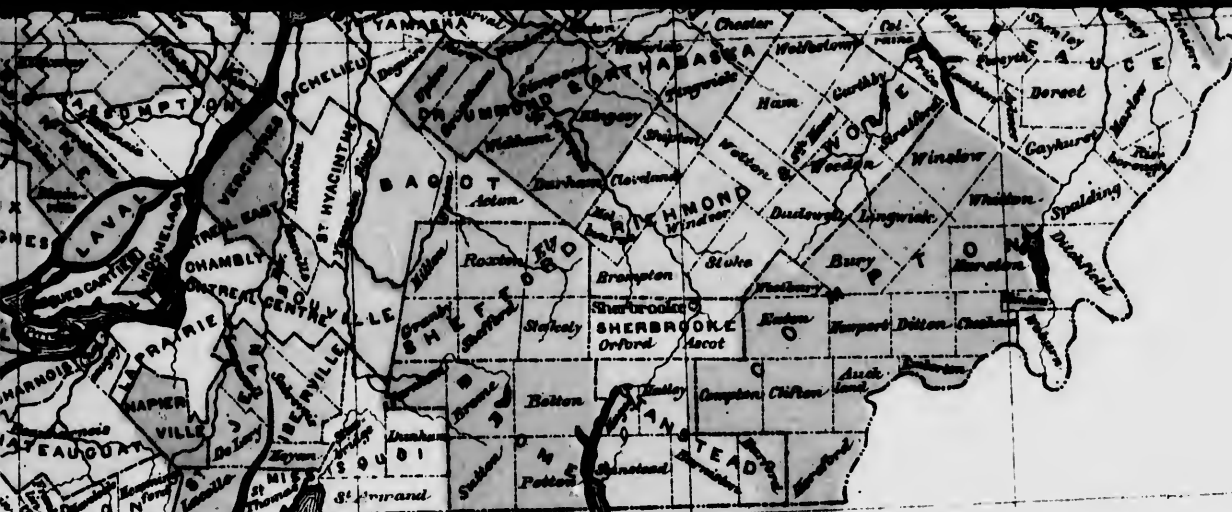












INTERNATIONAL BOUNDARY

MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.

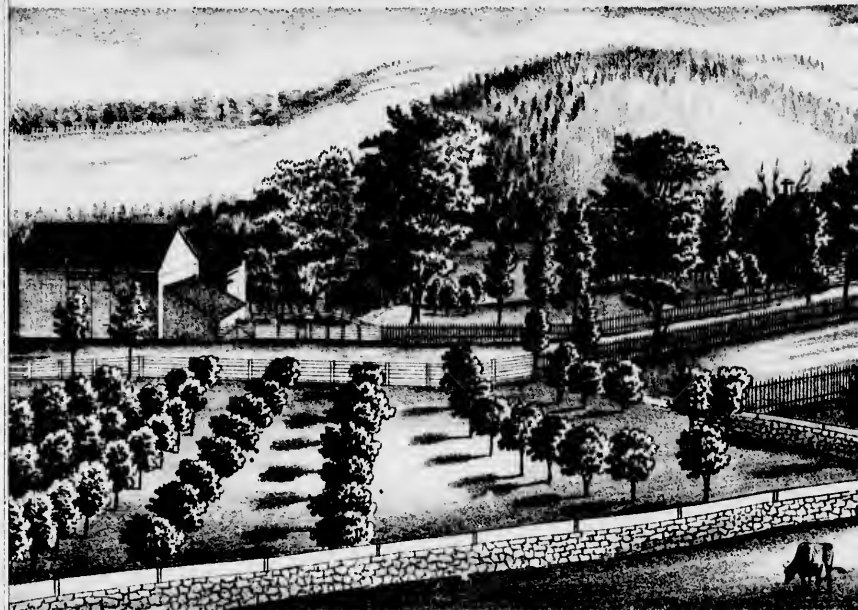
SHEET N°2

Scale 30 Miles per Inch.

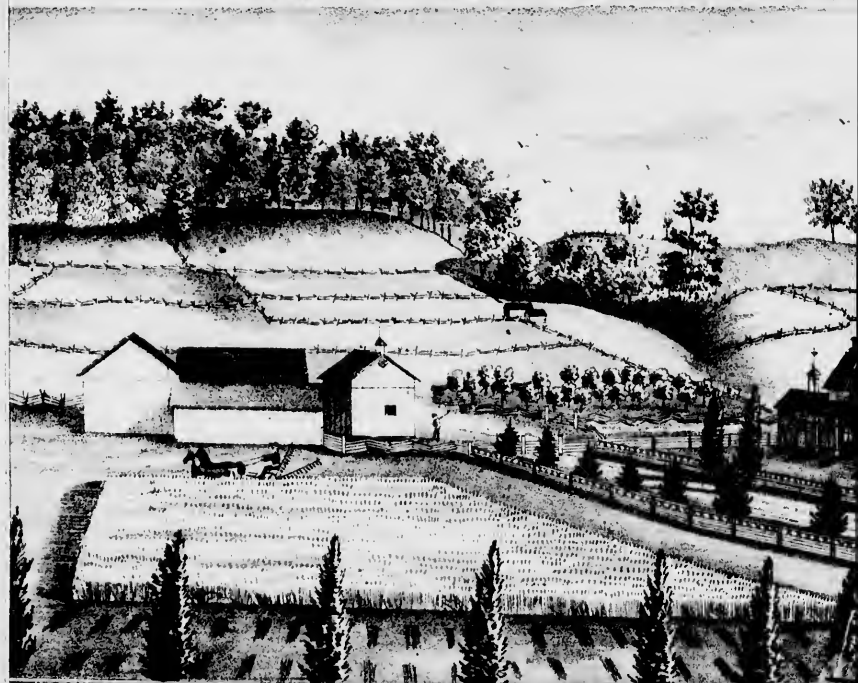
74° 73° 72° 71° 60

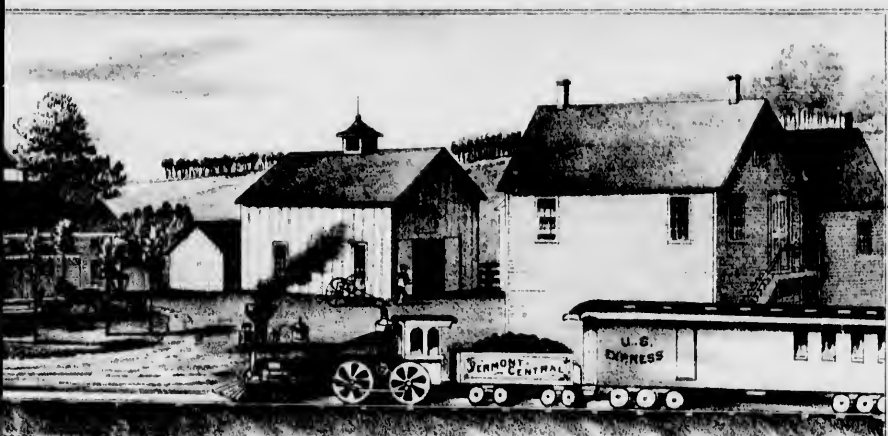


SHELTERS' HOTEL A. SHELTERS PROPRIETOR ST. ANDREW

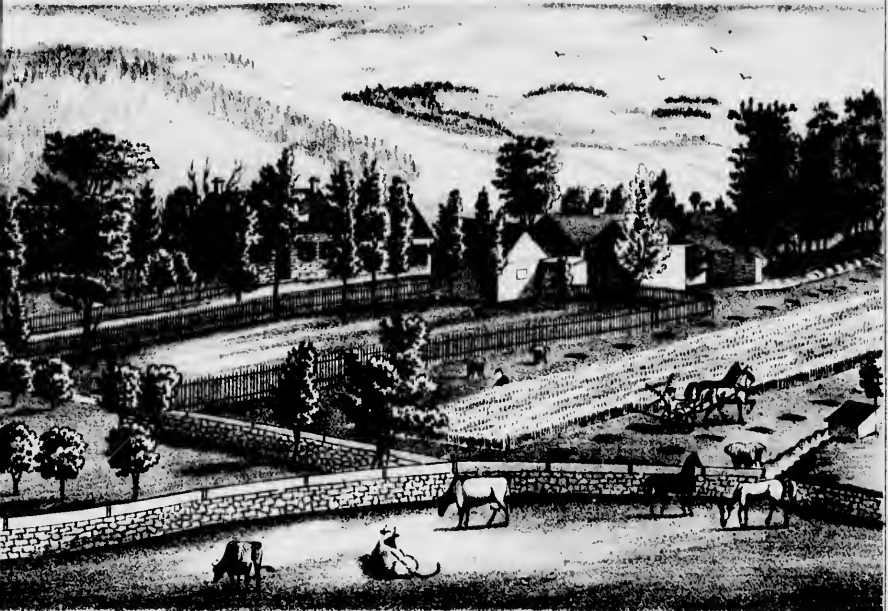


"MAPLE LANE" THE RES. OF PATRICK BUTLER ESQ.



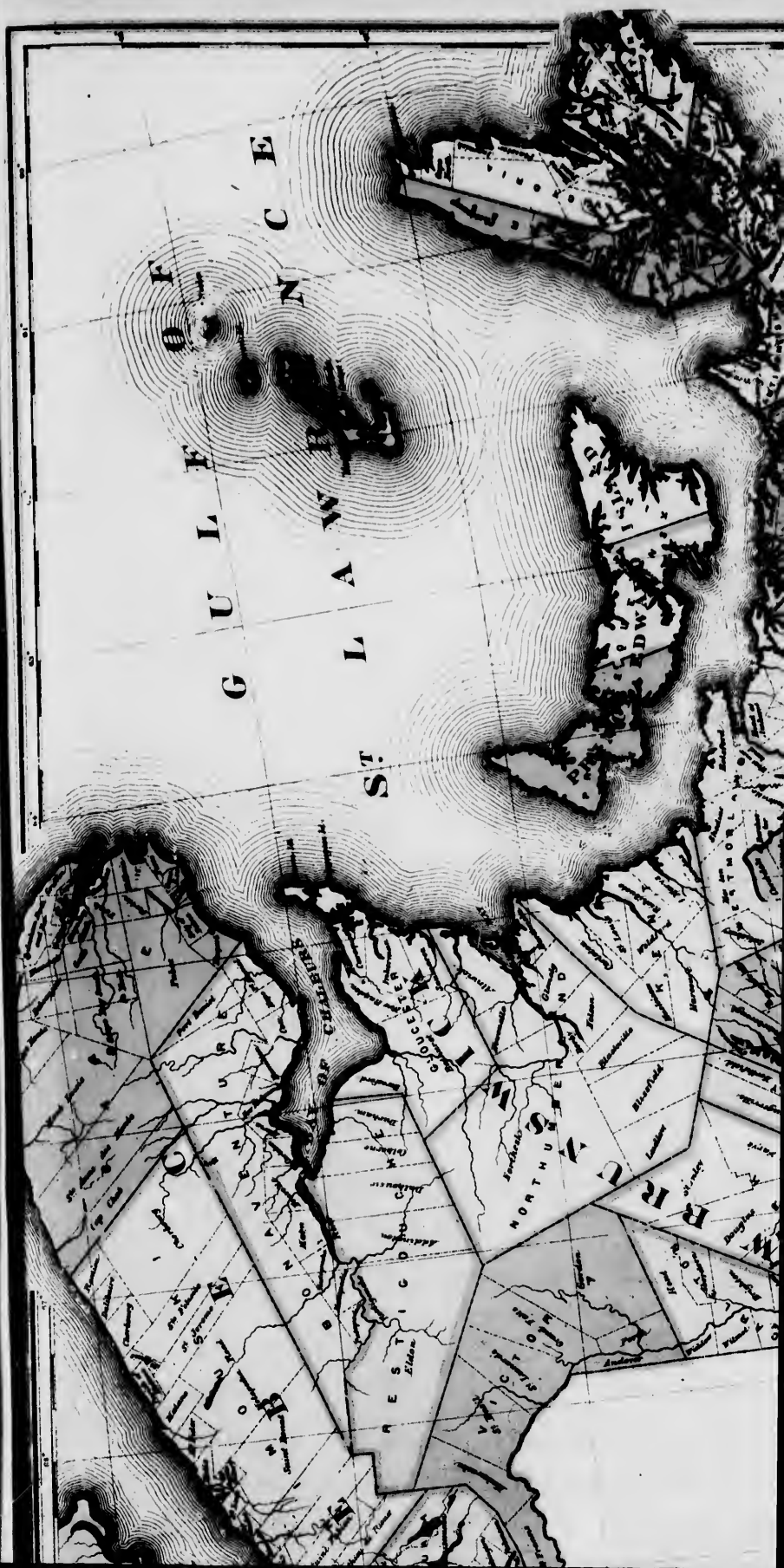


SHELTERS PROPRIETOR, ST. ARMAND, MISSISSQUOI CO. QUE.



PATRICK BUTLER ESQ., TR. OF DUNHAM, MISSISSQUOI CO. QUE.







MAP

SHOWING THE

SECTORAL DIVISIONS

OF THE

DOMINION OF CANADA.

SHEET NO. 1.

Scale 100 Miles to an inch



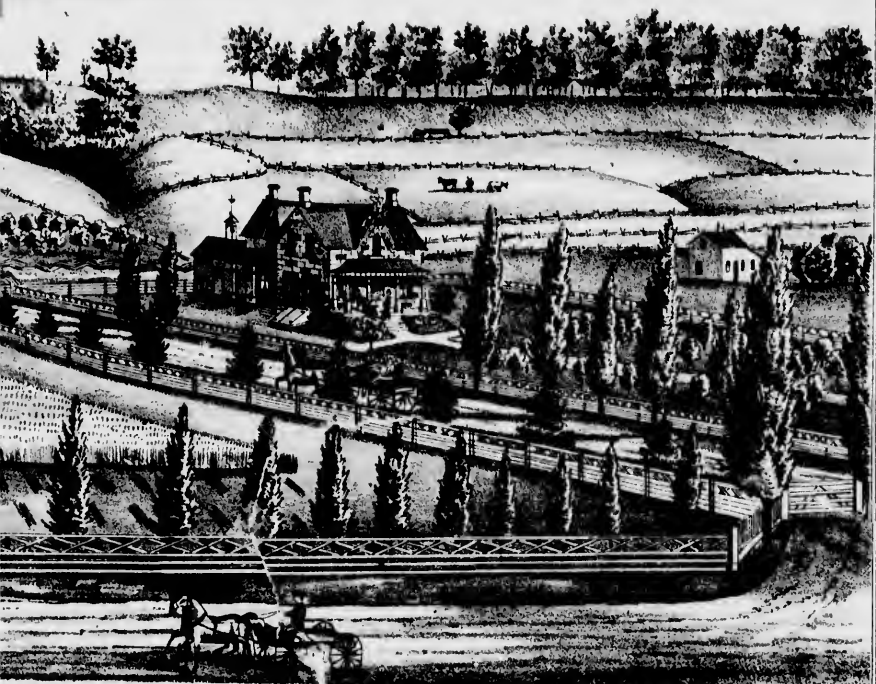
"MAPLE LANE" THE RES. OF **PATRICK BUTLER ESQ. T.**



"SPRINGBROOK FARM, RES. OF **JAMES MYLES, CONS LOTII EU**



ATRICK BUTLER ESQ. TP. OF DUNHAM, MISSISQUOI CO QUE.



5 MYLES, CONS LOTII EUPHRASIA TP GREY CO ONT





MAP

SHOWING THE

ELECTORAL DIVISIONS

OF THE

DOMINION OF CANADA.

SHEET NO. 1.





RES OF WM TAYLOR, CON 2, LOT 1, KINCARDINE TP, ONT.



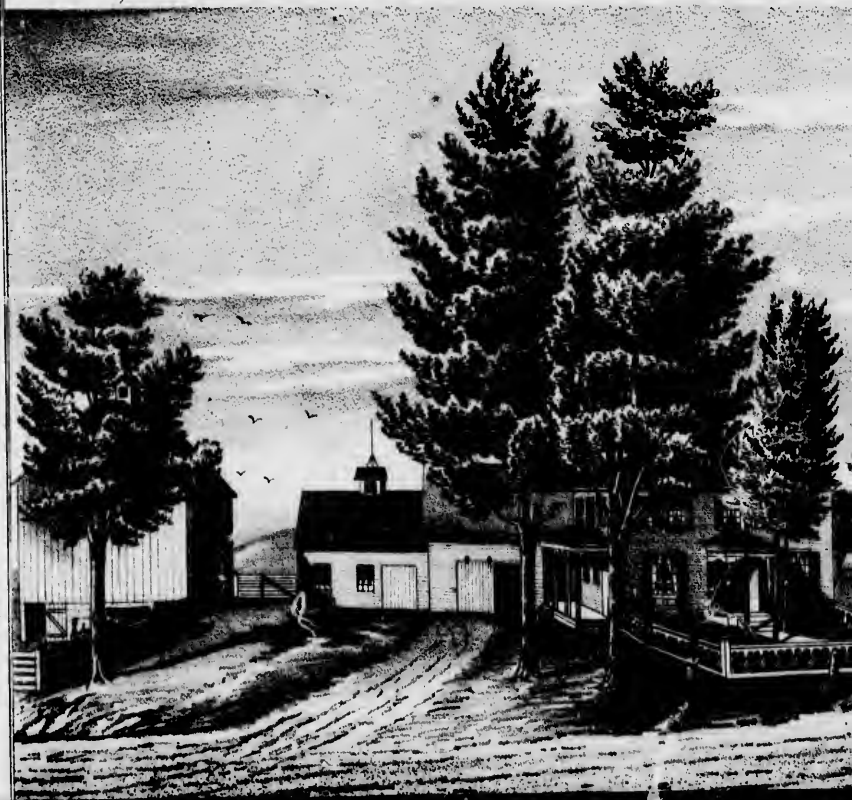
CHRIST CHURCH



PORTEOUS BANK OF CANADA, PAISLEY, BRUCE CO. ONT.



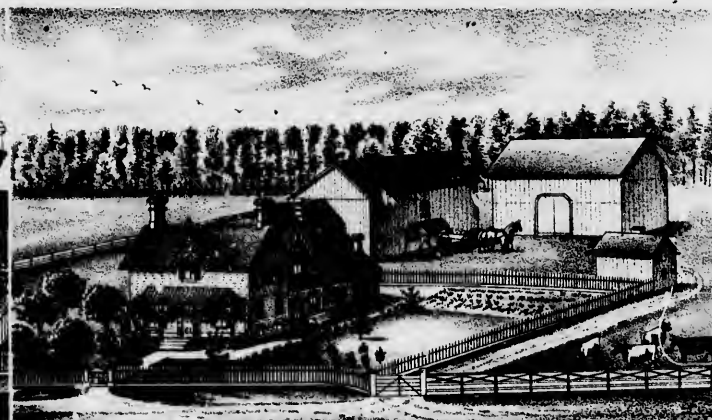
RESID





TP. ONT.

CHRIST CHURCH—THE REV. RURAL DEAN COOPER B.D. INCUMBENT. FIVERMAY, BRUCE CO. OF T.



CO. ONT.

RESIDENCE OF JAMES GAUNT, CON 2, LOT 30, KINLOSS, ONT.





PORTOUS BANK OF CANADA, PAISLEY, BRUCE CO. ONT.

RESIDENCE



RES. OF NATHAN EMERY ESQ., EAST HATLEY, STANSTEAD



ONT.

RESIDENCE OF JAMES GAUNT, CONG. LOT 30, KINLOSS, ONT



EAST HATLEY, STANSTEAD CO. QUE.

OLD CHURCH ERECTED 1818



Yours truly
Geo. Allen
 Recd of AMABEL T^o ONT.

Robt
 KINCAID
 Warden

Geo. Gould
 Clerk of CO. OF BRUCE,
 ONT.



John Gillies M.P.
 for A. BRUCE,
 ONT.

W.
 K.
 WALKER



A. McNeill
 Crown Land Agent
 SOUTHAMPTON ONT.





Robert Baird
KINCARDINE, ONT
Warden of Bruce Co



A. Ross
WALKERTON, ONT.



Paul Ross
Ex Mayor of
WALKERTON, ONT



A. Campbell
LUCKNOW, ONT.
One of the Pioneers of Odessa



Geo. Gould
Clerk of CO. of BRUCE,
 GNT.



John Gillies M.P.
for A. BRUCE,
 ONT.

A. Mc Nabb
Crown Land Agent
 SOUTHAMPTON ONT



John W. Wainwright
Wainwright & Co.
 WALKERTON ONT





... M. P.
... CE.



Paul Ross
Ex Mayor of
WALKERTON, ONT

A. Kew
WALKERTON, ONT.



W. Campbell
LUCKNOW, ONT.
One of the Pioneers of Culture



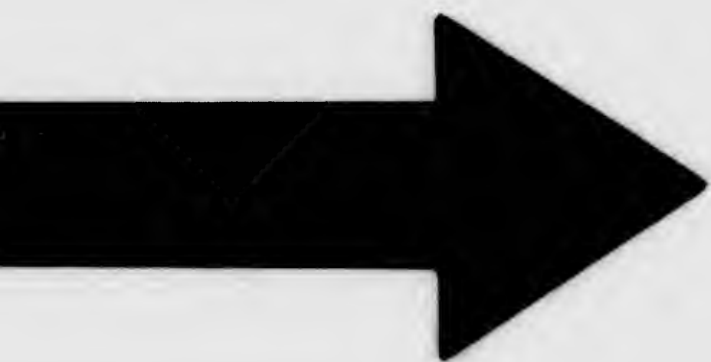
A. C.



James Saunders
Reeve & W. Saunders of
PAISLEY, ONT







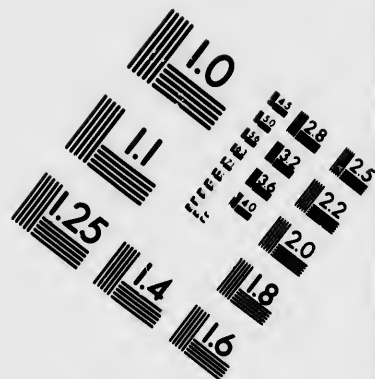
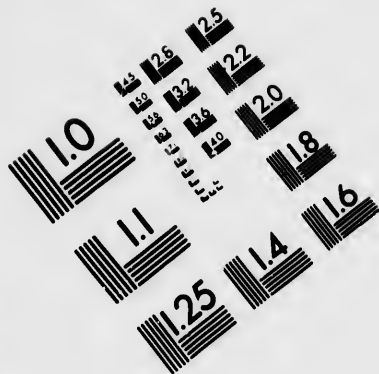
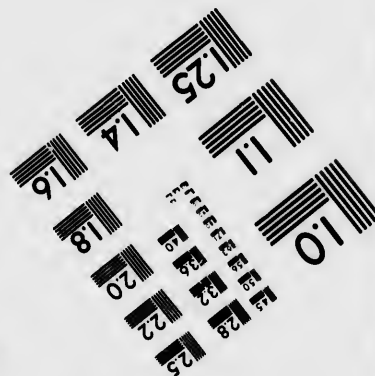
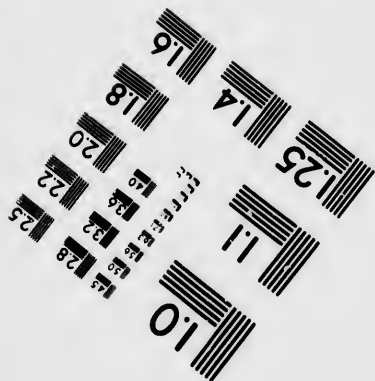
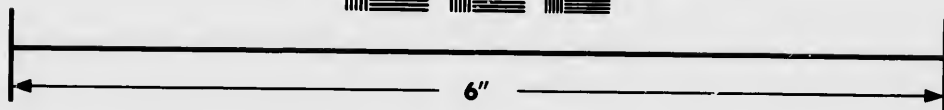
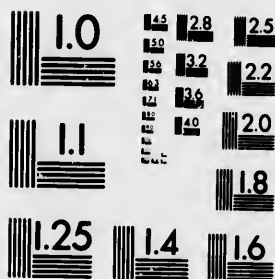


IMAGE EVALUATION TEST TARGET (MT-3)



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Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



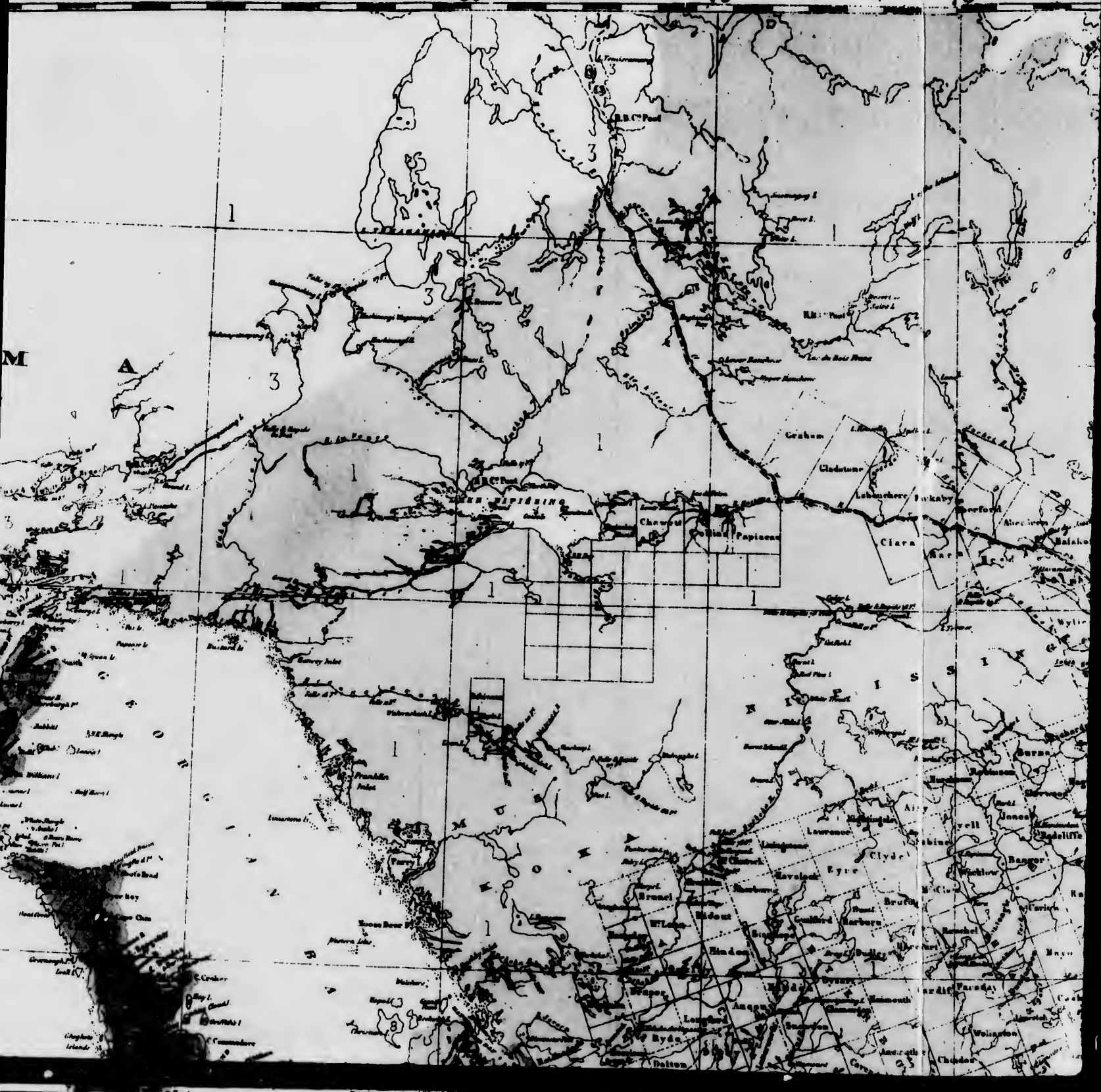


81

80

79 Longitude West from Greenwich

78













GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND
Derived from the Results of
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SHEET N°3.

F. R. S., F. G. S.

Survey of Canada.

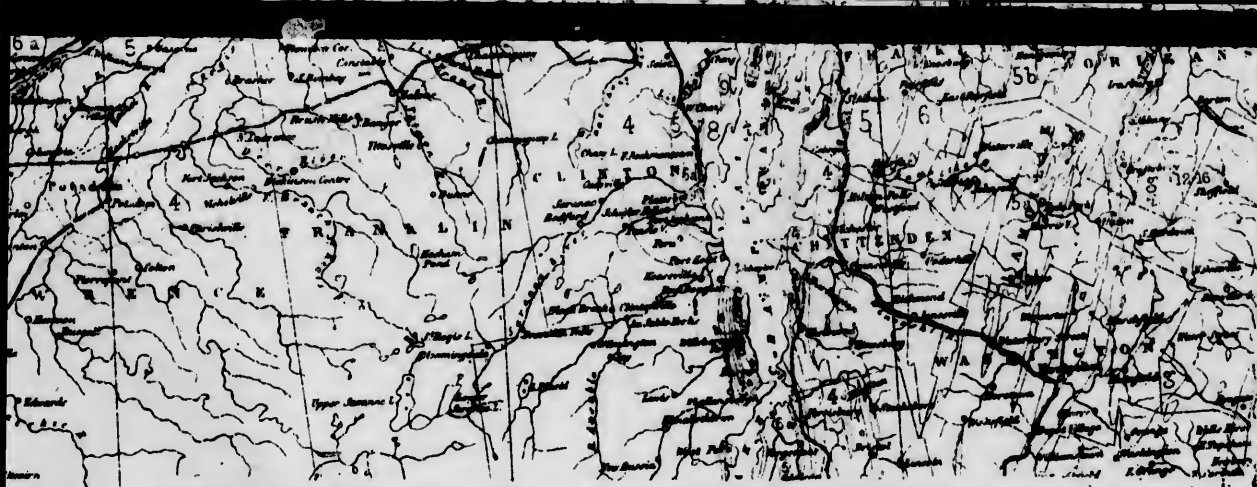
East from Greenwich.

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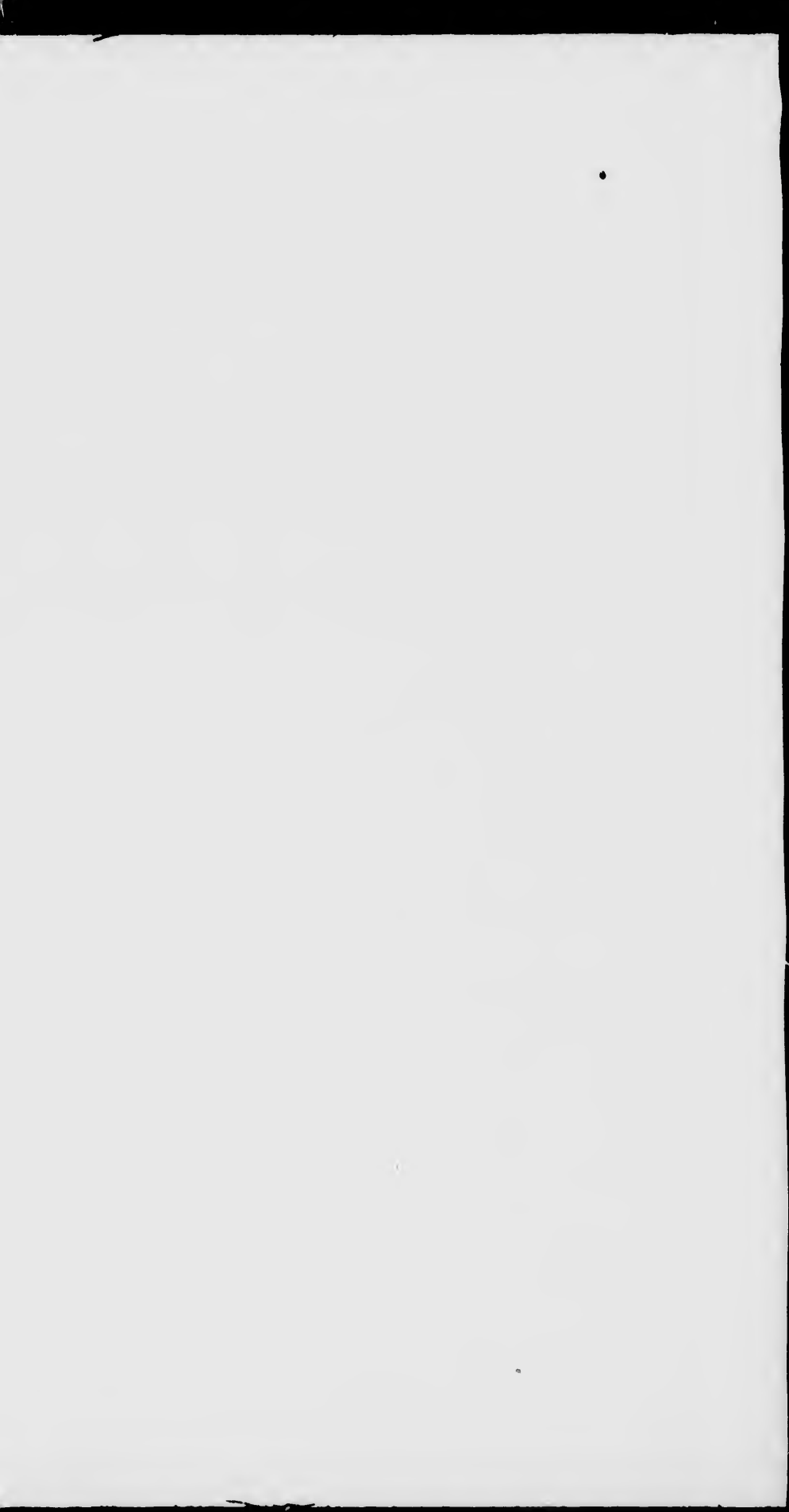
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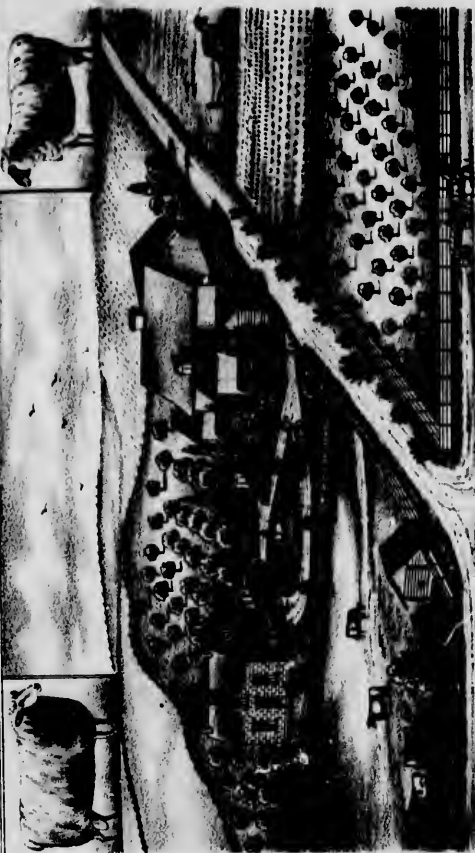
EXPLANATION OF THE COLORS.

8 Trenton	4 Guelph
7 Birdseye & Black River	13 Niagara
6a Chazy	12 Clinton
6 Silery	11 Medina & Onondaga
5b Lauxon	10 Hudson River
5a Lévis	9 Utica
5 Calciferous	28 Tertiary
4 Potsdam	27 Cretaceous
3 Huronian	26 Trias
2 Upper Laurentian or Labrador	25 Permian
1 Lower Laurentian	24 Upper Carboniferous limestone
19 Chenung & Portage	23 Coal Measures
18 Hamilton	22 Bonaventure
17 Carniferous & Oriskany	21 Lower Carboniferous limestone
10 Lower Helderberg	20 Old red
15 Onondaga	1 Greenstone
	8 Granite &c





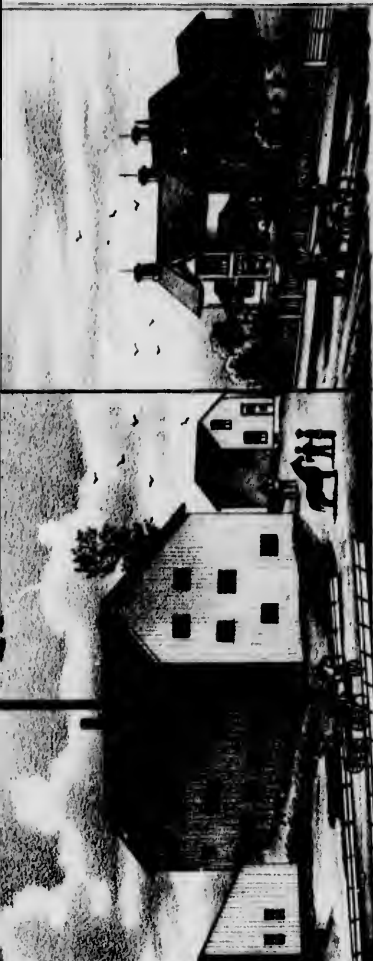
RES. OF G. G. BOBIE, WALKERTON, BRUCE CO., ONT.



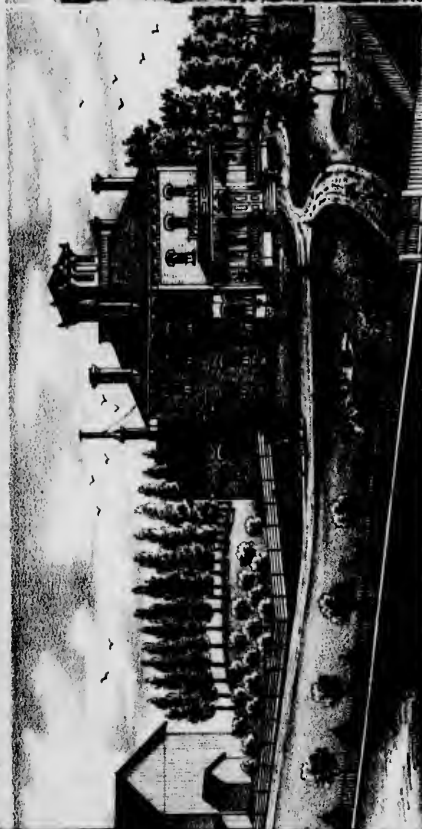
'SPRINGMILL' FARM—RES. OF RICHARD REEVES, BREEDER AND DEALER IN DURHAM CATTLE, CRESWELL, LEICESTER, SOUTHDOWN SHEEP, ALSO BERKSHIRE SWINE. CLEAN SEED GRAIN A SPECIALTY. WALKERTON, BRUCE CO., ONT.



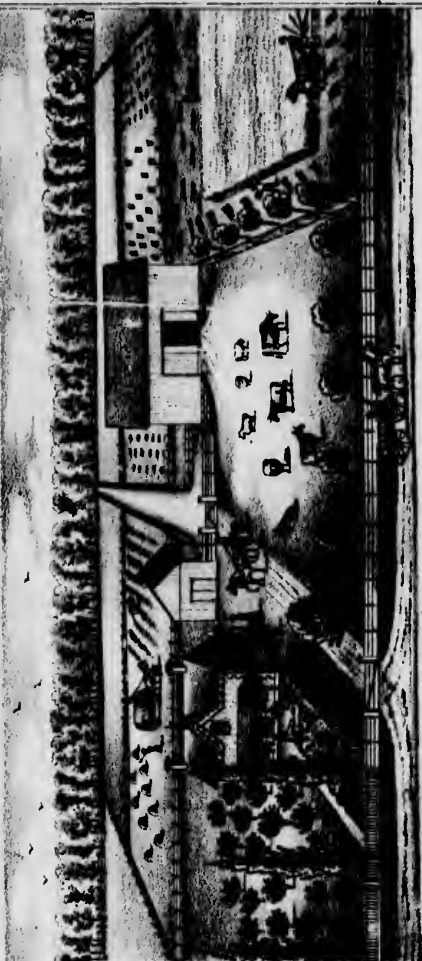
S & RESIDENCE OF **T. J. STEWART**, CONG., LOT 16, KINLOSS TP., BRUCE CO., ONT.



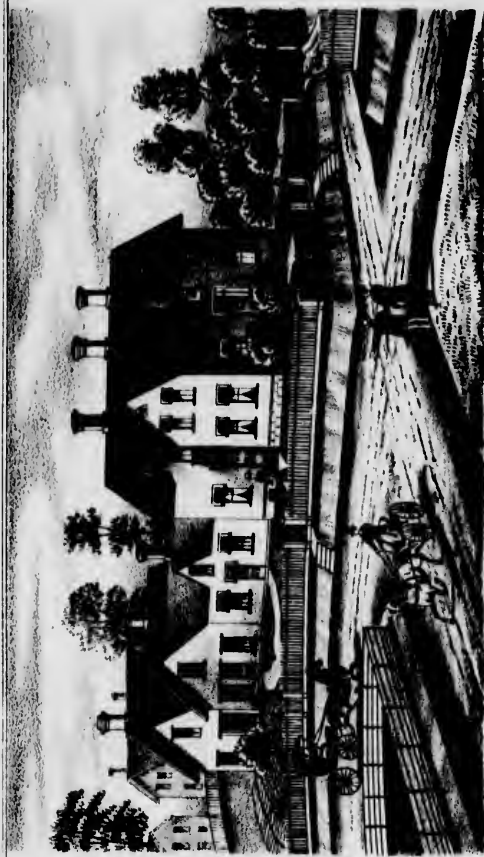
TANNERY & RES OF **JOHN M. DONALD**, TIVERTON, BRUCE CO., ONT.



RESIDENCE OF **J. H. ELLIOT**, CHESLEY, BRUCE CO., ONT



RES OF **ADAM ESPLEN**, CONG., LOT 3 APPAN TP., BRUCE CO., ONT.



RES OF G.G. BOBIE, WALKERTON, BRUCE CO, ONT.

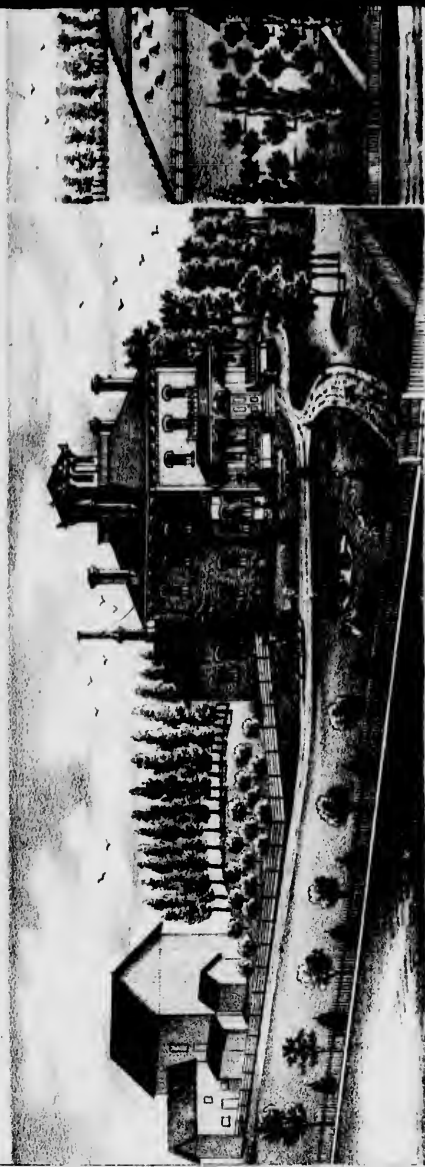


SPRINGHILL, LEICESTER & SOUTH





MILLS & RESIDENCE OF T. J. STEWART, COR. 16, KINLOSS TP., BRUCE CO., ONT.



RESIDENCE OF J. H. ELLIOT, CHESLEY, BRUCE CO., ONT.



*William Hall Sr.,
Parsons of Melancthon Tp.
ONT.*



*Robert Mitchell,
St Vincent Tp
ONT.*



*James Corley,
St Vincent Tp Ont
One of the Early Settlers.*



*A. Duck,
Hoover Ont.*



*Wm
One of the
Located in 1800*



*J. St.
amouth Tp.*



*John Arthur,
St Vincent Tp.
ONT.*



*James Robertson,
Settled in St Vincent Tp Ont 1826
A Member of the Old District Council.*



*erley,
Tp Ont
Settlers*



*William Whitelaw,
One of the Proprietors of St Vincent Tp Ont.
Located in 1821 A Member of the old District
Council.*



*Robert Taylor,
The Grange,
St Vincent Tp Ont.*



*Robert Mitchell,
St Vincent Twp
ONT.*



*James Corley,
St Vincent Twp Ont
one of the Early Settlers.*



*A. Buck,
Hanover Ont.*



*William Batty,
St Vincent Twp Ont*



*James Robertson,
Sailed in St Vincent Tp Ont 1826
A Member of the Old District Council.*

*James Carley,
Vincent Tp Ont
be Forty-Seventh.*

*William Whitelaw,
One of the Proprietors of St Vincent Tp Ont
Located in 1824 A Member of the old District
Council.*

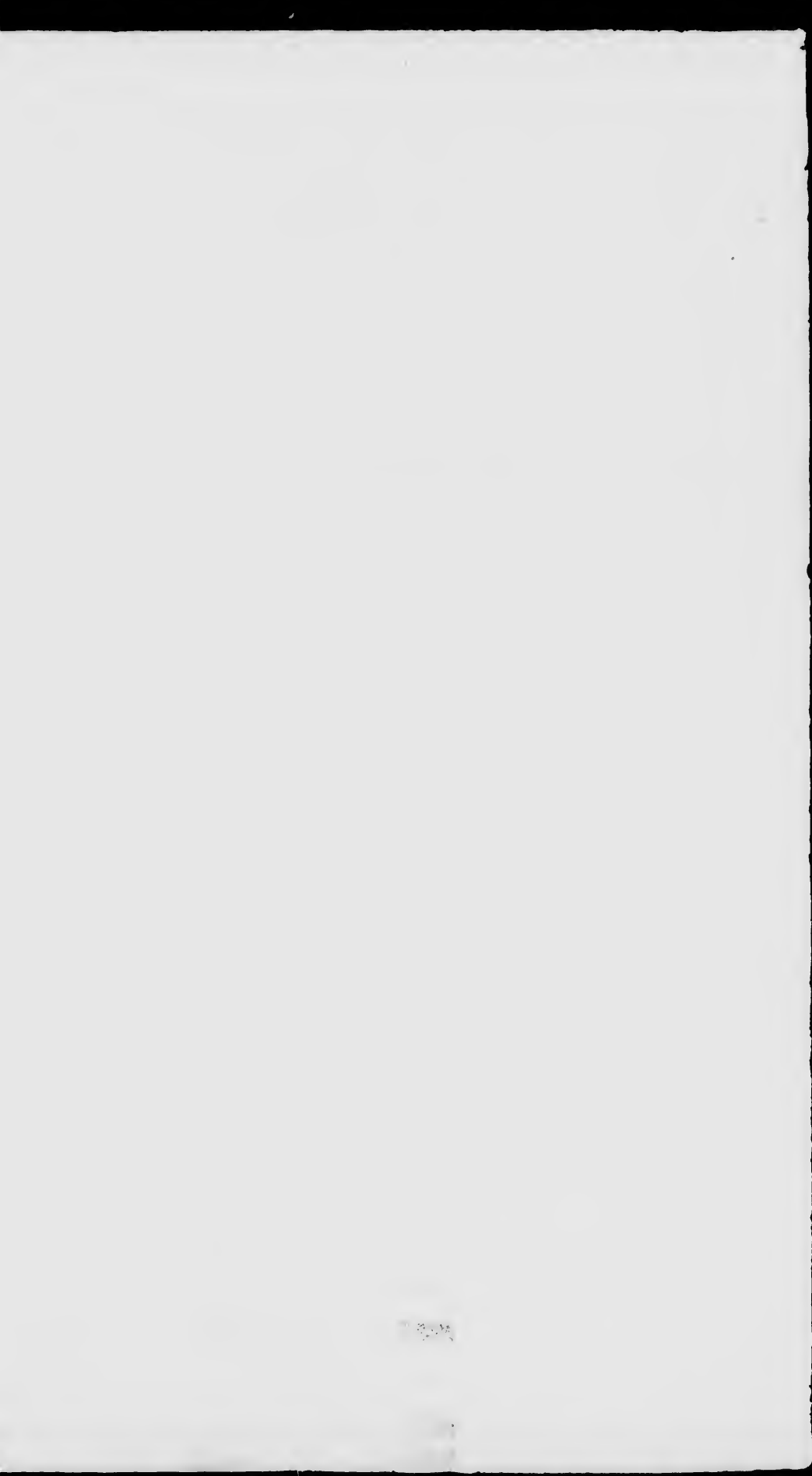


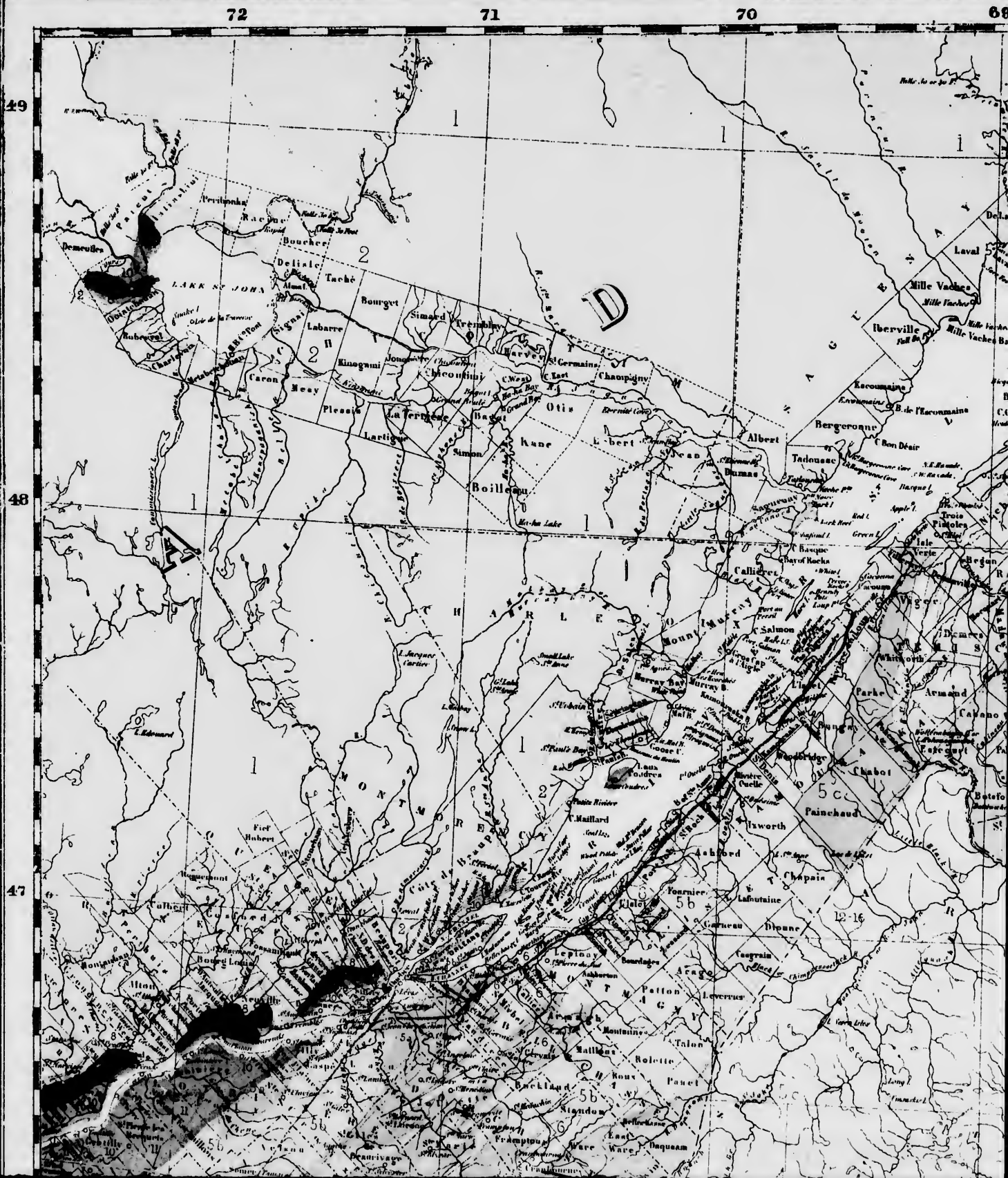
*Robert Taylor,
1760-1850
St Vincent Tp Ont*

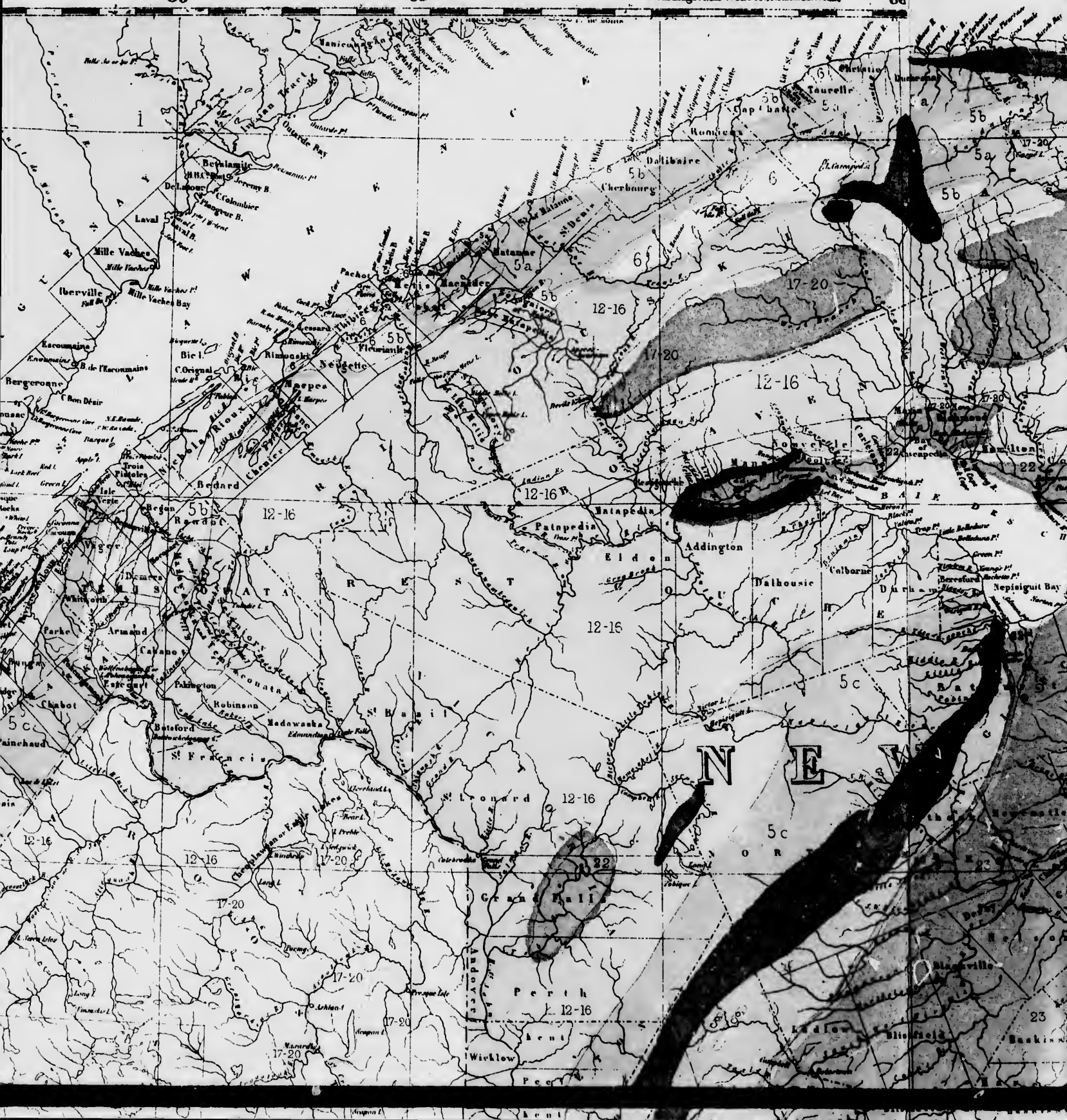


*James Batty,
located
Vincent Tp Ont.*

*Jas Berth,
located
Owen Sound Ont.*



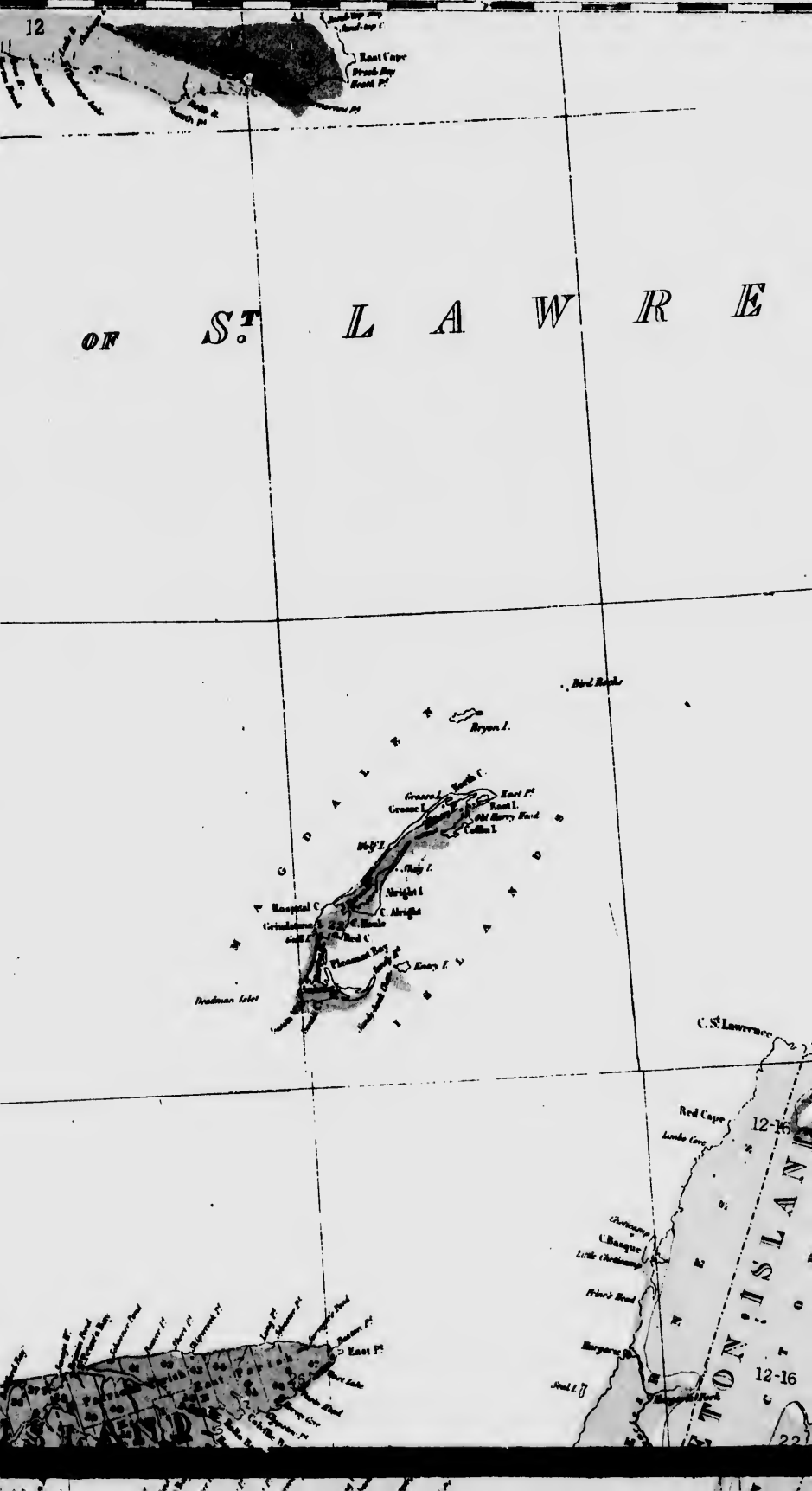








OF ST. LAWRENCE



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R E N C E

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Red Bank

Trinity Cove, St. Paul's, Atlantic Cove

C. St. Lawrence

C. North

Red Cape

Little Cove

12-16

Bay of

White Pt

C. Egmont

Archer's Pt

Paradise I.

Anguish

Little Head

C. Bellin

Indian's Bay

Redoubt Pt

Little Bay

C. St. Paul

Cross Bay of the

Little Bay of the

Wherry Pt

Point St. Louis

Table Bay

Table Bay

Table Bay

12-16

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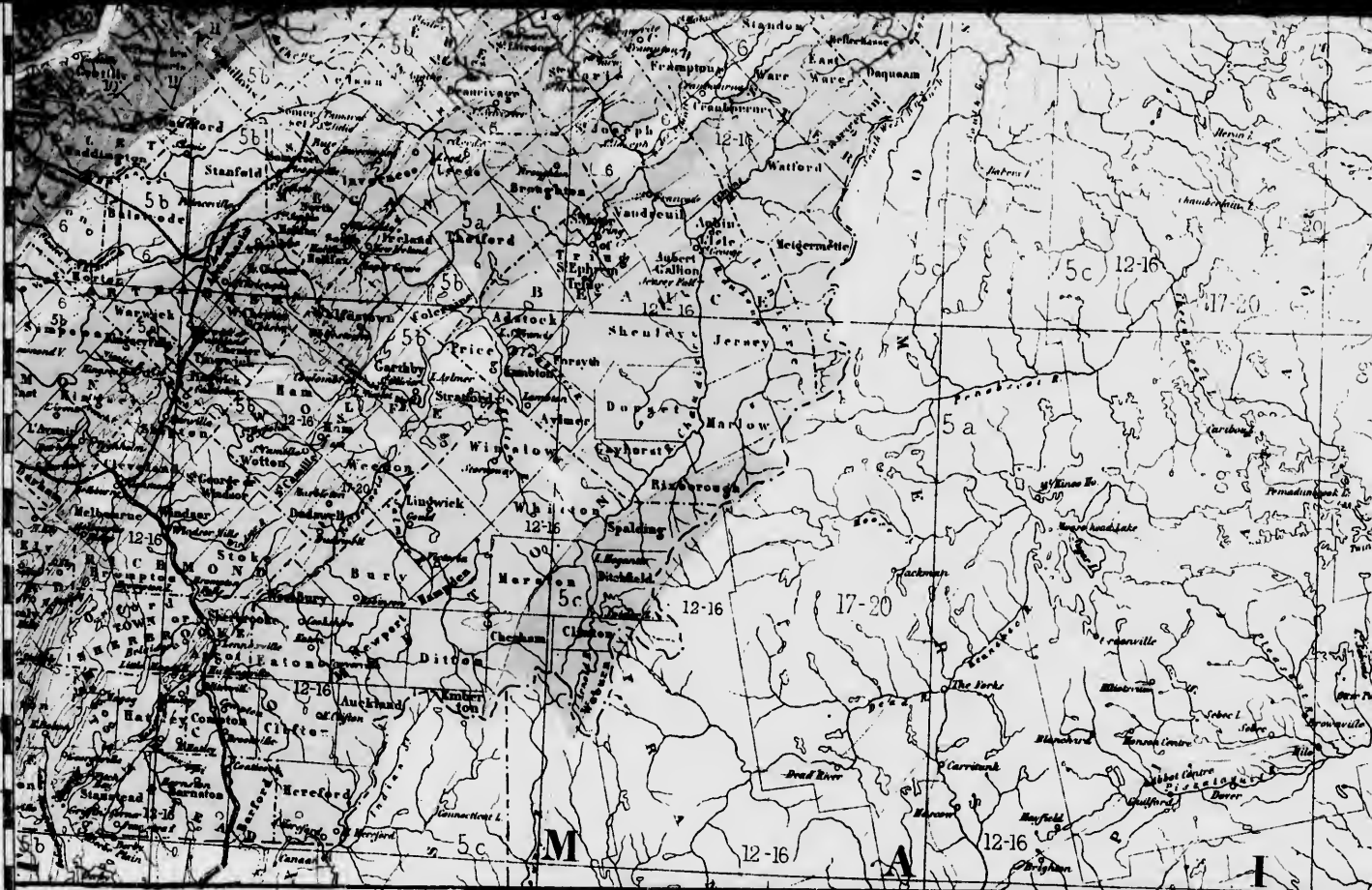
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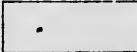
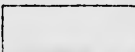
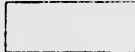
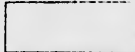
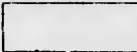
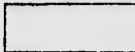
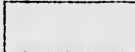
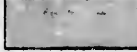
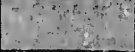
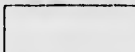
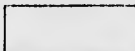
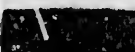
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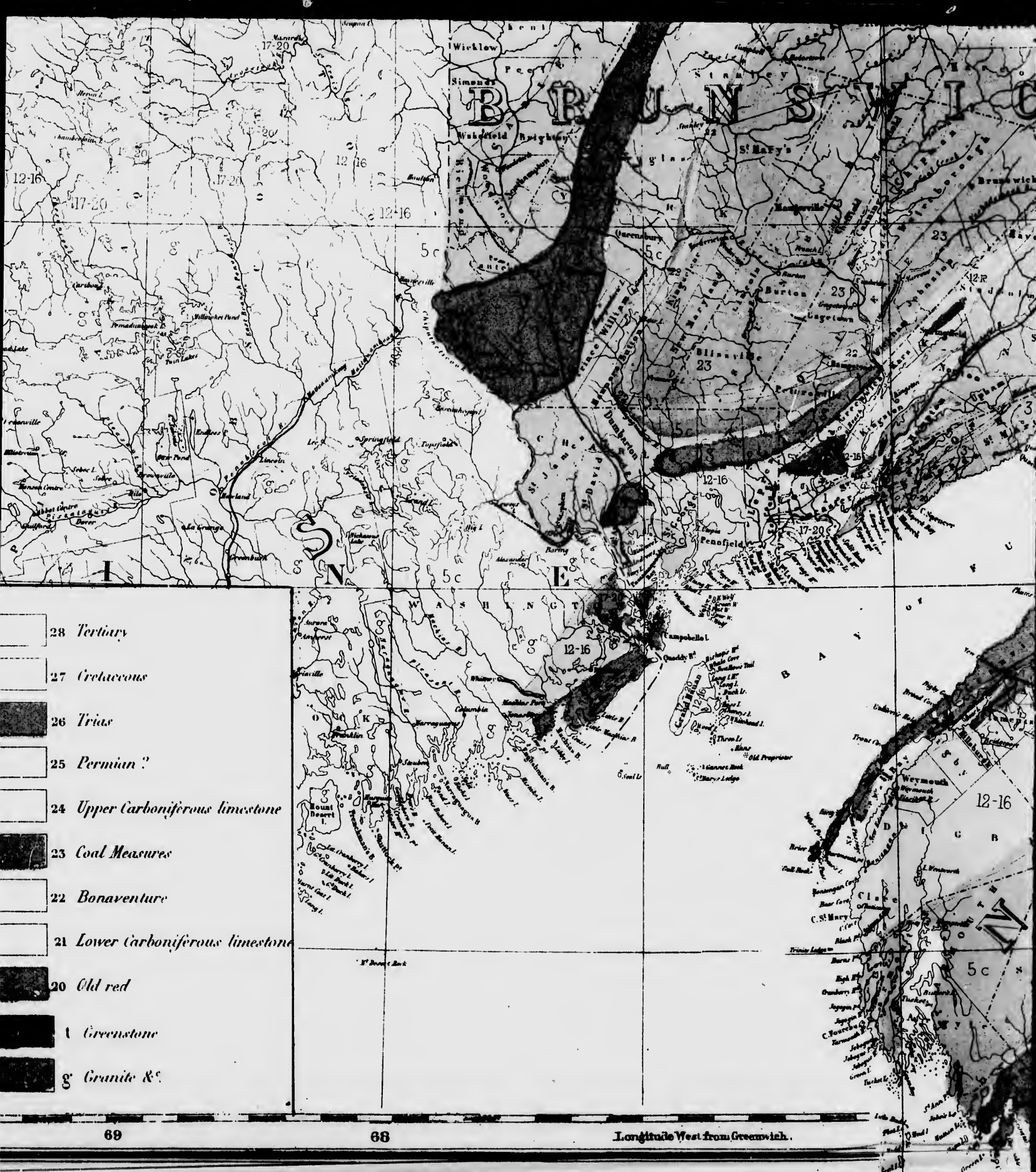
46

45



EXPLANATION OF THE COLORS.

	8 Trenton		19 Chemung & Portage		28 Tertiary
	7 Birdseye & Black River		18 Hamilton		27 Cretaceous
	6a Chazy		17 Corniferous & Oriskany		26 Trias
	6 Sillery		16 Lower Helderberg		25 Permian ?
	5b Lauzon		15 Onondaga		24 Upper Carboniferous
	5a Lévis		14 Guelph		23 Coal Measures
	5 Calciferous		13 Niagara		22 Bonaventure
	4 Fotsdam		12 Clinton		21 Lower Carboniferous
	3 Huronian		11 Medina & Onondaga		20 Old red
	2 Upper Laurentian or Labrador		10 Hudson River		1 Greenstone
	1 Lower Laurentian		9 Utica		g Granite &c.







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PUBLISHED ORIGINALLY IN 1856,

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Late Director of the Geological Survey of Canada.

SHEET N°2

F.R.S., F.G.S.

ical Survey of Canada.

0 10 20 30 40 50 60 70 80 90 100 Miles





*John Mc Kay,
Deceased, late of Sudbham, ONT.
Knight under Sir John Moore at Corunna
Born 1775 - Settled in Sudbham 1841 -
Died 1876.*



*James Edger
GLENELE T^r ONT.
Ex Worden of Grey Co^y*



*James Beattie
Treasurer of SULLIVAN T^r ONT
24 Years in the Council*



*Nathaniel Herriman
Deceased, of DERBY T^r
ONT.*





iv.
denham, ONT.
in Moore at Carleton
denham fell—



Alex. Turin
the first Deputy Reeve
of ARTEMESIA T^c ONT



Samuel Kelge
Pioneer of GLENELG T^c
ONT.



Seattle
SULLIVAN T^c ONT
the Council



Robert A. Stark
Reeve of DERBY T^c,
ONT.



Alexander Fleming
[Deceased] of DERBY T^c
ONT.





James Edge
GLENELG T^h ONT.
Ex Warden of Grey Co.



James Beattie
Treasurer of SULLIVAN T^h ONT.
14 Years in the Council



Nathaniel Herriman
Deceased, of DERBY T^h
ONT.



Robert Linn
Pioneer of DERBY T^h ONT.
Member of the Municipal Council for
30 Years.



*Beattie
P. SULLIVAN T^h ONT
in the Council*



*Samuel Kedge
Pioneer of GLENELG T^h
ONT.*



*Robert A. Stark
Resident of DERBY T^h,
ONT.*



*Linn
DERBY T^h ONT.
Principal Council for
years.*



*Alexander Fleming
Resident of DERBY T^h
ONT.*

*James Gardner
22 Years in the Municipal Council
of SYDENHAM T^h ONT.*



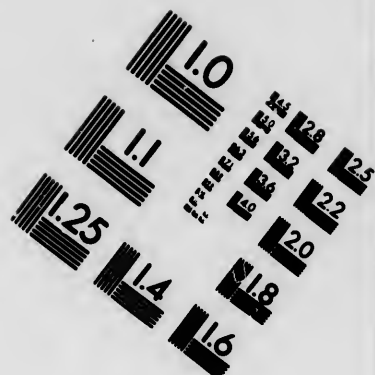
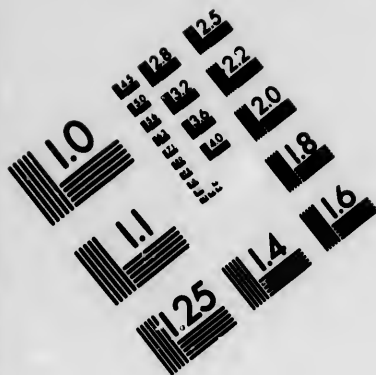
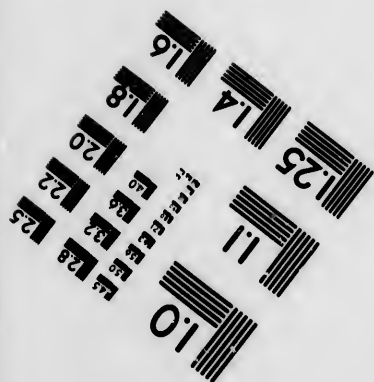
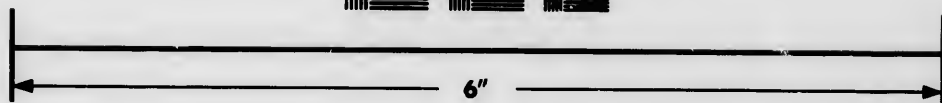
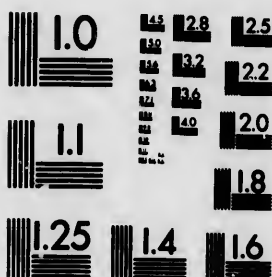


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.8 2.0 2.2 2.5



*John Valentine,
[Deceased]
One of the First Settlers of Paisley,
ONT.*

First



*The Late George Reddon,
Carrick Tp. Bruce Co.
ONT.*





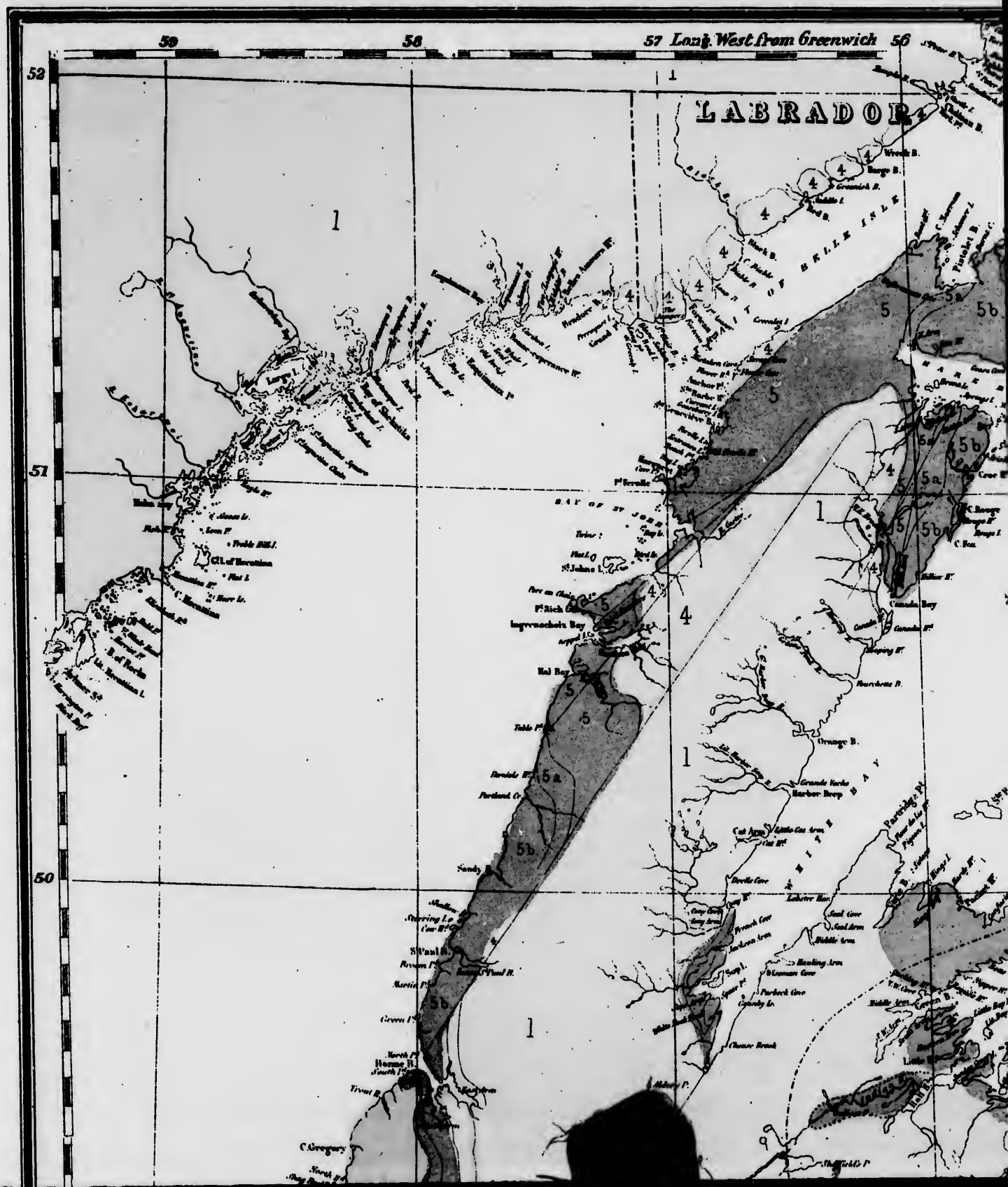
Peter B. Brown .
[Deceased]
First Settler in Teeswater,
ONT.



Donald Mc Lellan,
[Deceased]
The "Old Recv" of Bruce Tp. Ont.



Donald Mc Lellan



FROM THE
Geological Map of Canada

Explanation of Colors:

FOR NEWFOUNDLAND.

Upper Coal Measures

Lower Coal Measures

18-20	Gaspé sand stones etc.
-------	------------------------

Do

13 *Niagara*

Clinton

Sillery

56 *Lauzon*

5a *Le vis*

Calciferosus

Potsdam

*Prinordial
Silurian*

Huronian

Up Laurentian

Laurentian

Trap Int. or Overflow

*Granite or
Syenite.*

Carboniferous

Devonian

Mid Silurian

Quebec Group

*The Late George Reddon,
Carrick Tp. Bruce Co.
ONT.*



*William Carnegie,
Mildmay,
ONT.*



*Robert Graham,
Lucknow,
ONT.*



*Major Wm. Daniel,
Kincardine,
ONT.*



Donald Mc Lellan,
[Deceased]
The "Old Reeve" of Bruce Tp. ONT.



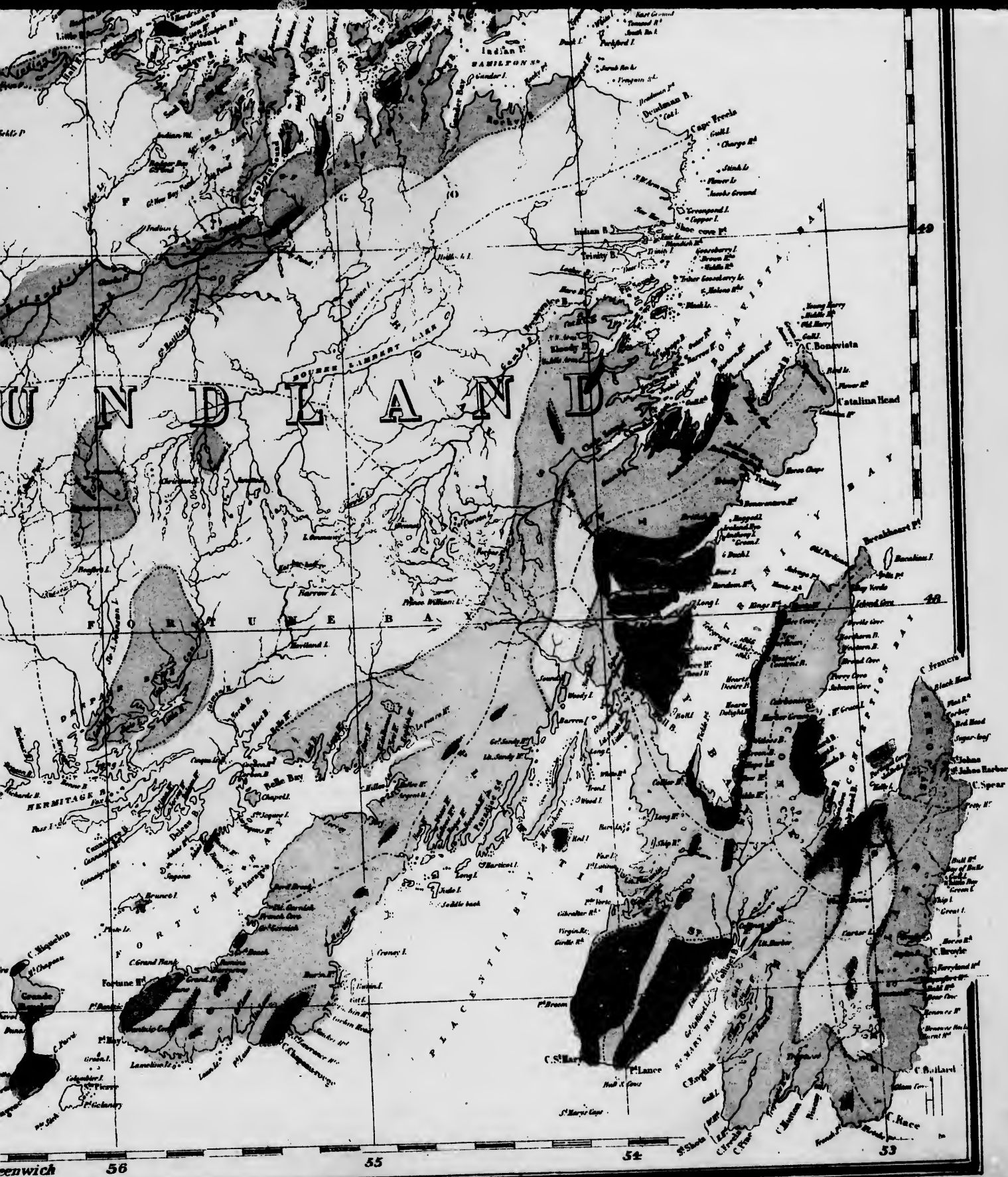
Samuel T. Rowe,
Paisley,
ONT.

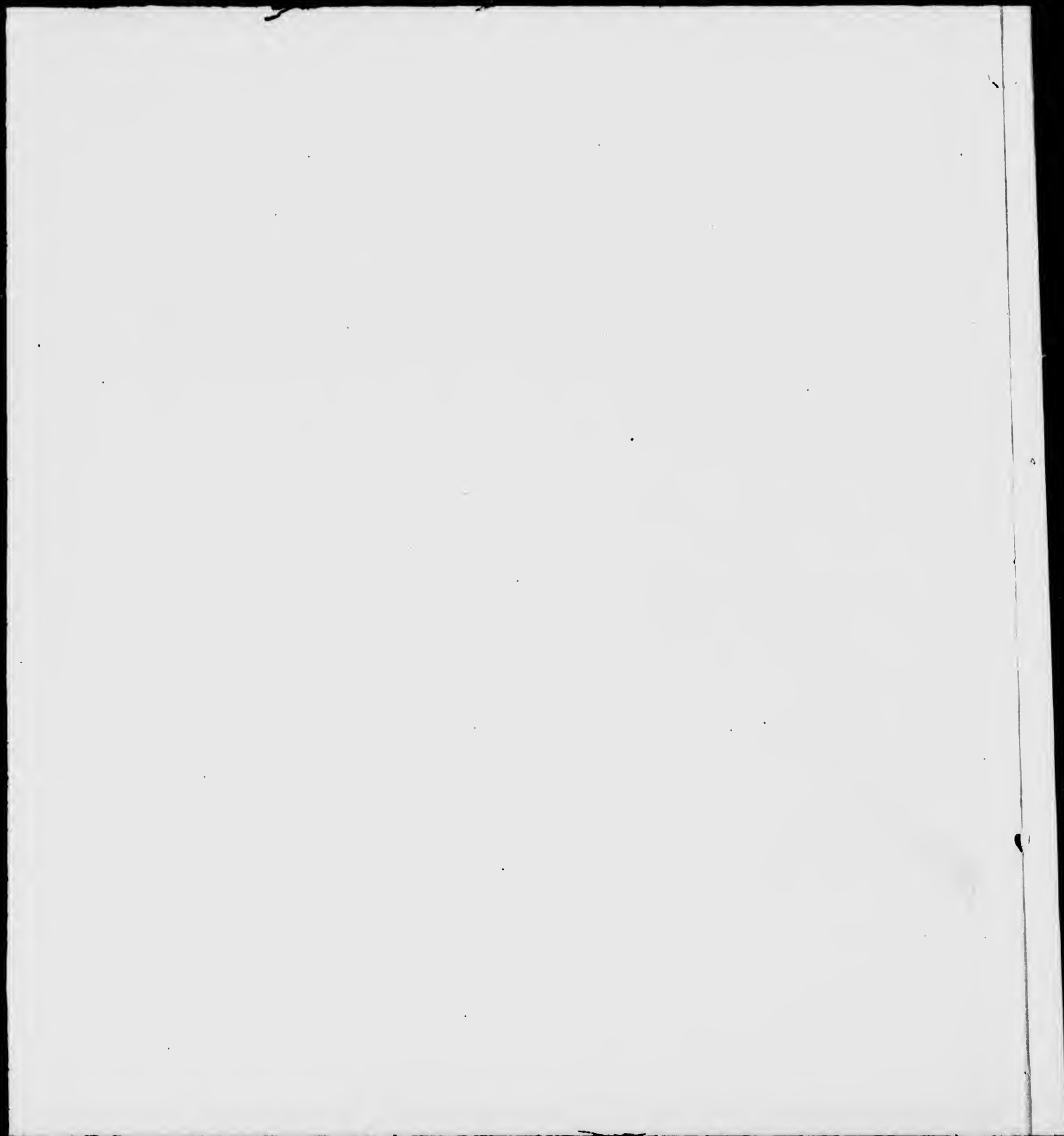


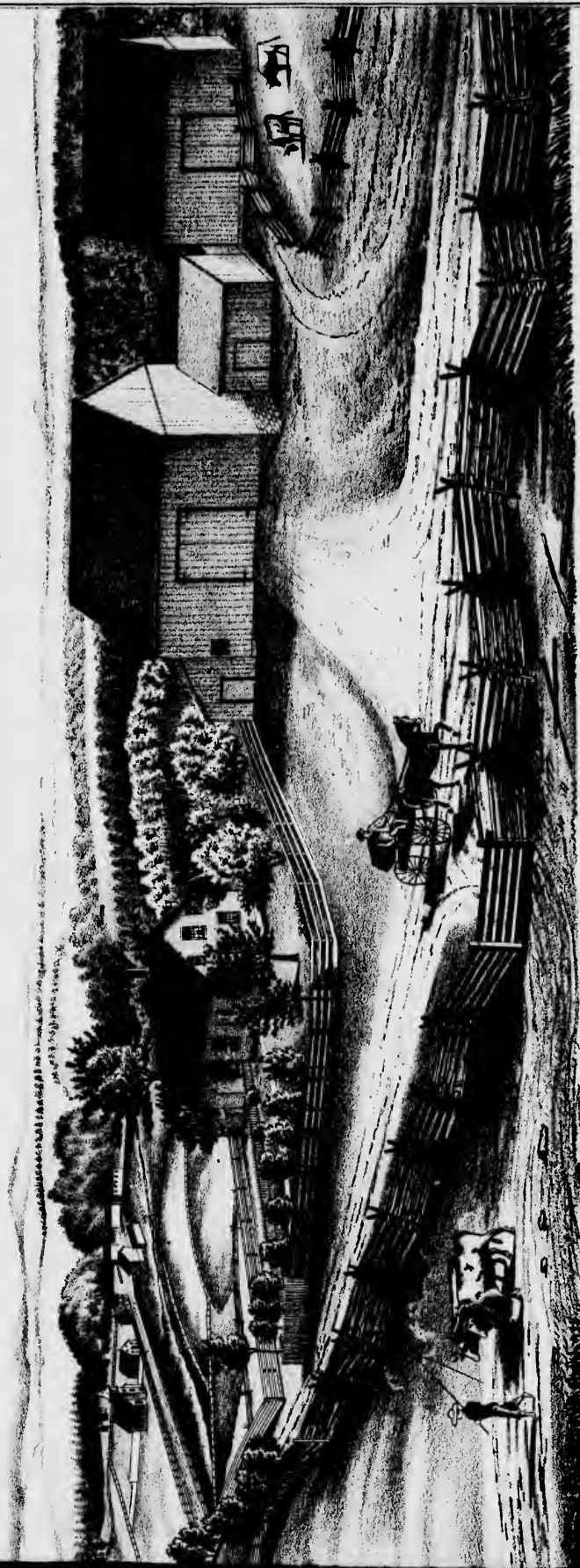
Alexander McCarter,
Walkerton,
ONT.

Geo. Daniel,
Kincardine,
ONT.

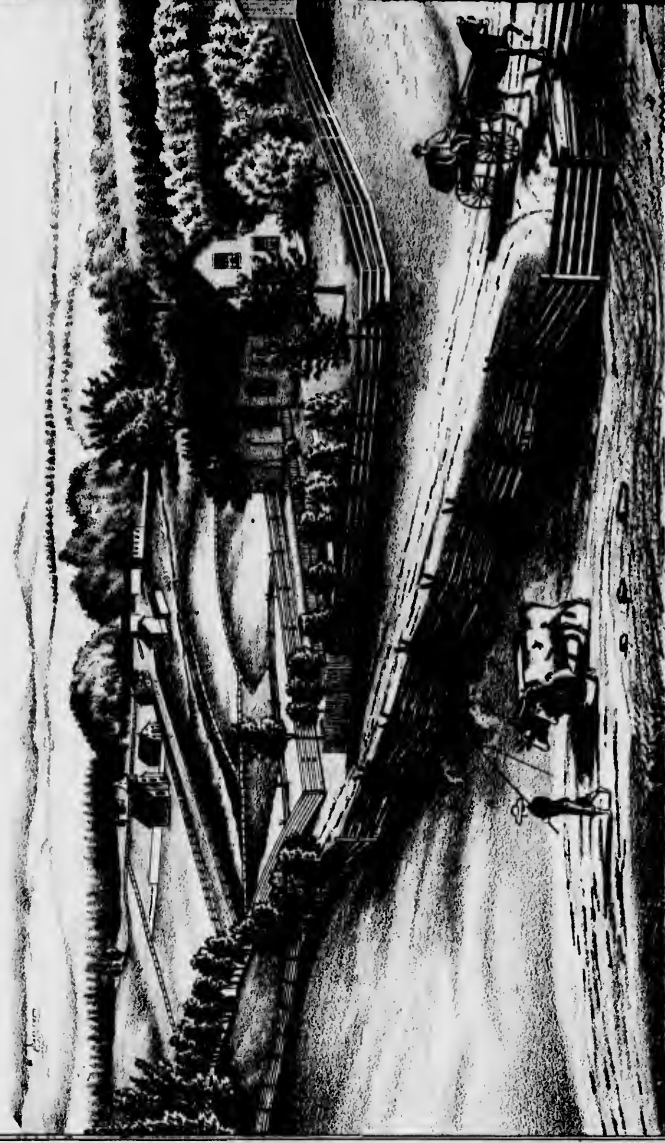




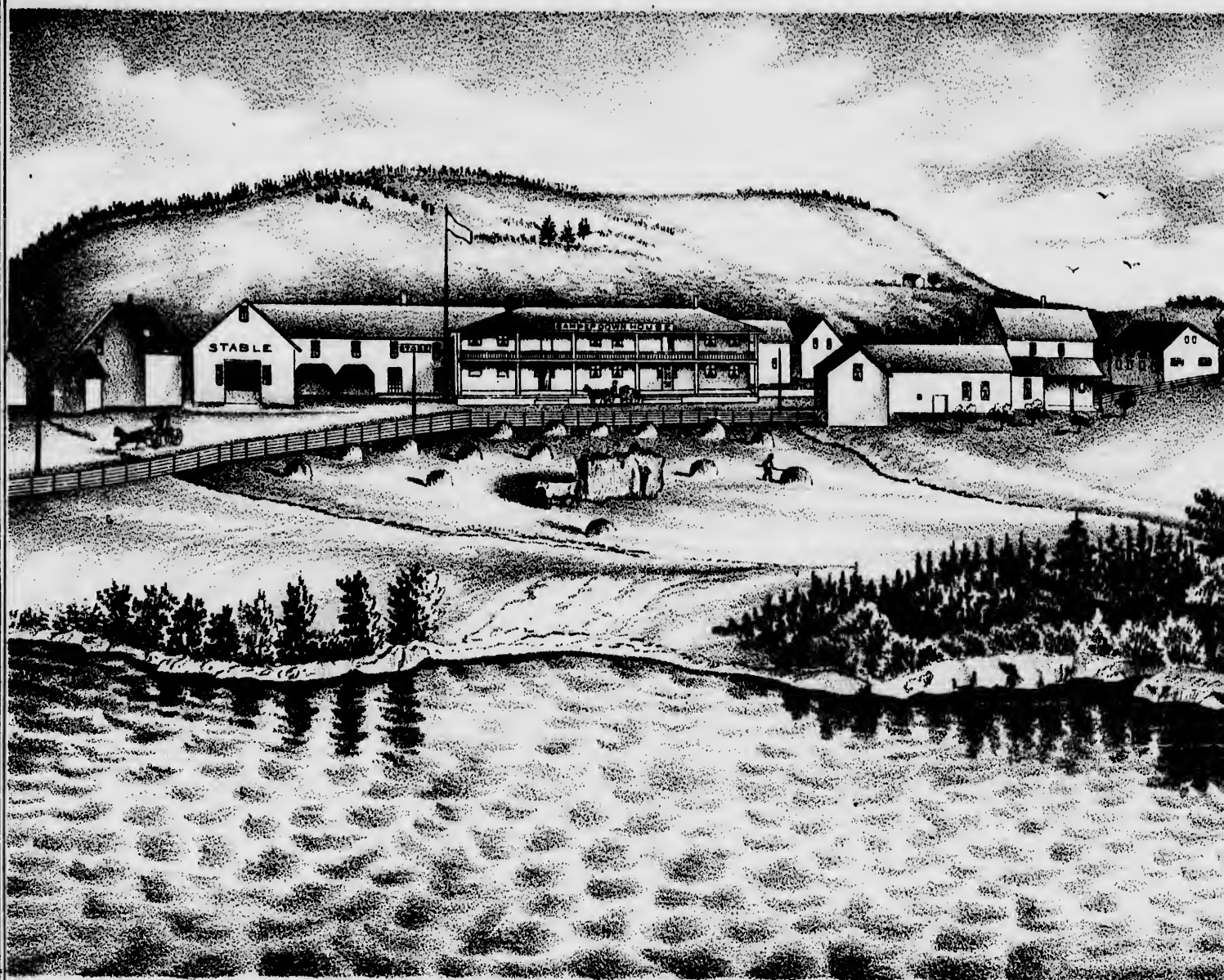




THE RESIDENCE OF J. B. SHIRTLIFF, ESQ., HATLEY TP. QUEBEC, [MASSAWIPPI & AYERS FLATS, IN DISTANCE]



THE RESIDENCE OF J. B. SHIRTLIFF, ESQ., HATLEY TP QUEBEC



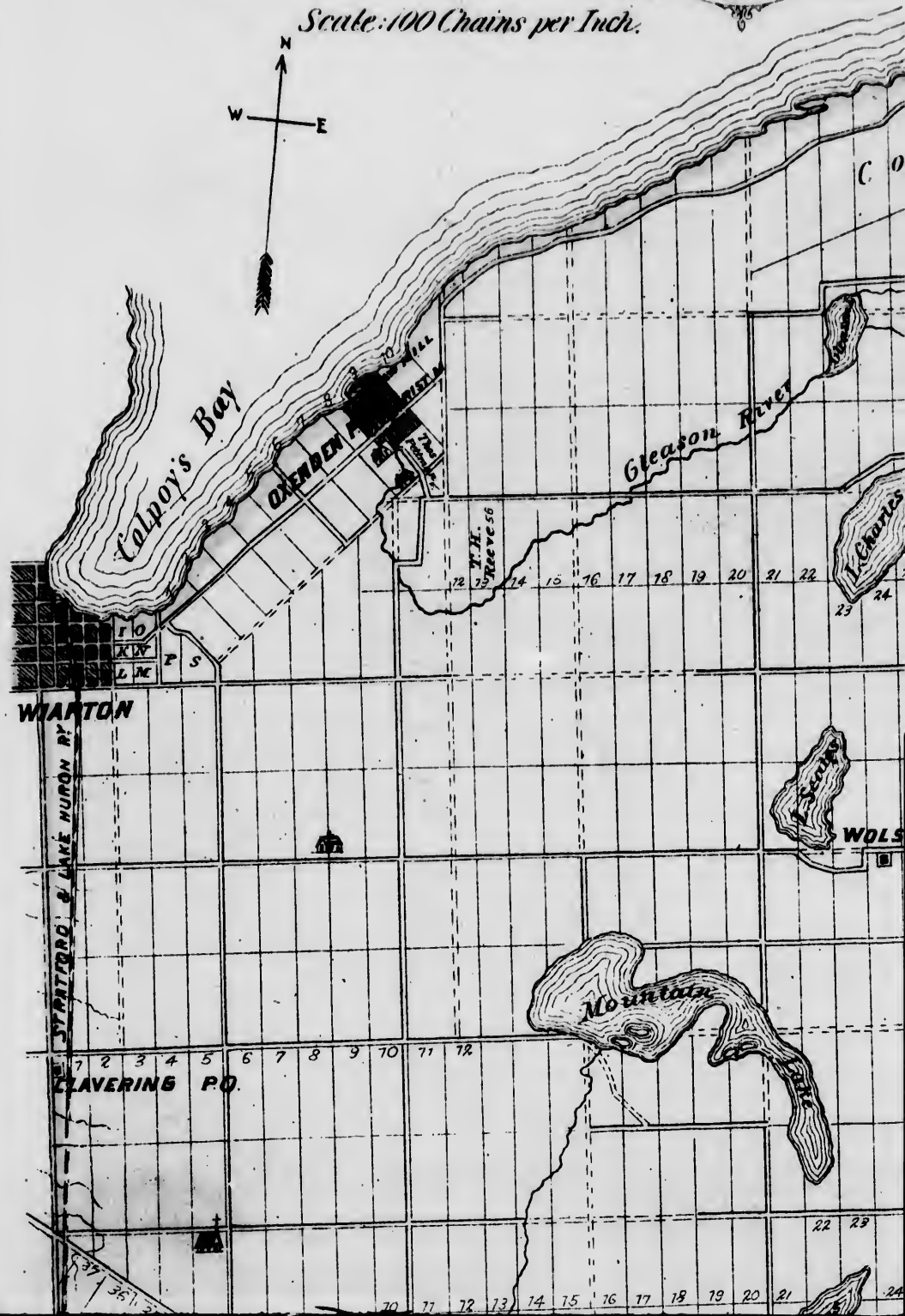
THE CAMPERDOWN-HOUSE AND RES. OF W. E. TUCK ESQ, VILLAGE OF GEORGETTOWN,

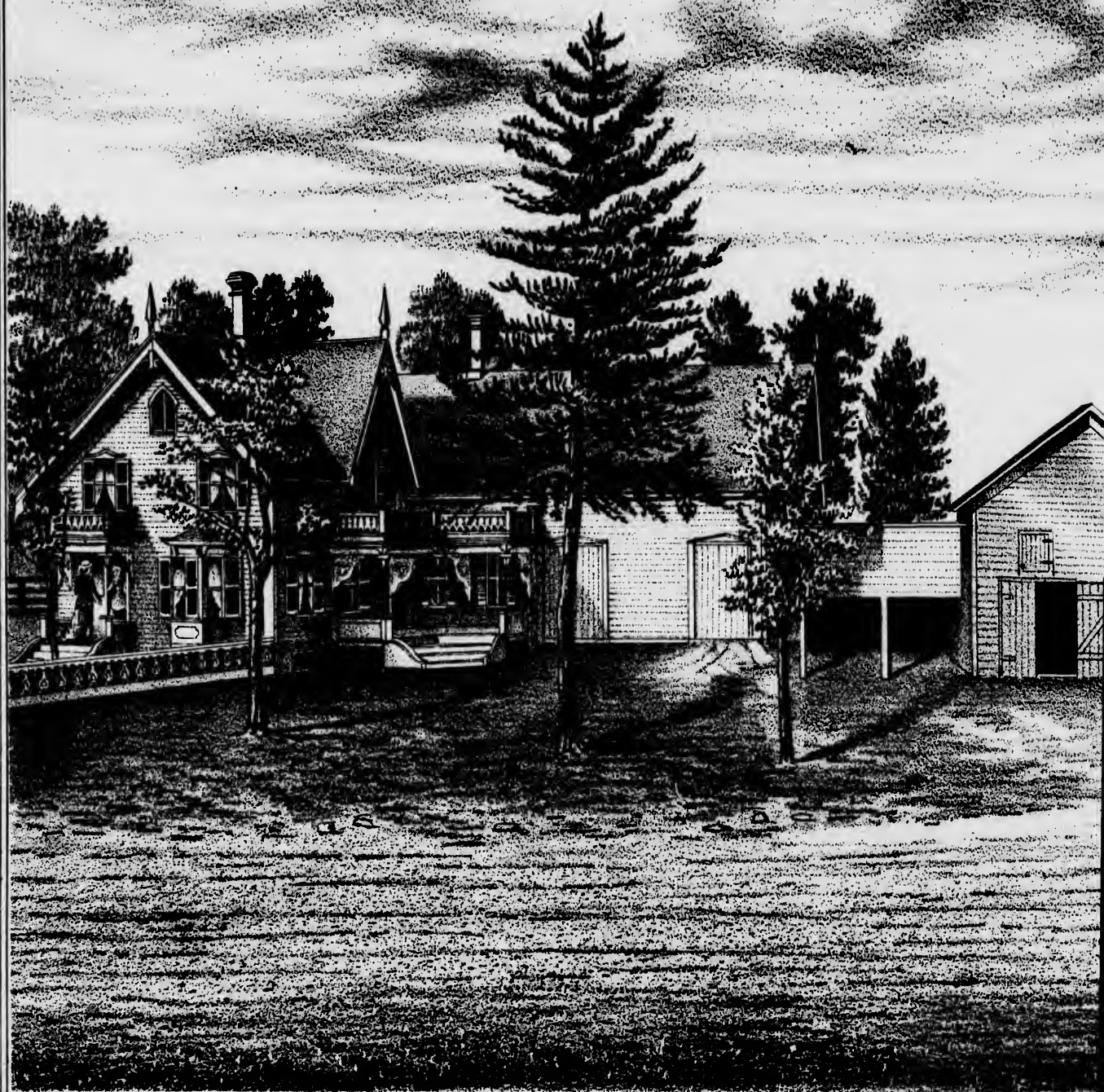


OF GEORGEVILLE, LAKE MEMPHREMAGOG, STANSTEAD CO. P. Q.

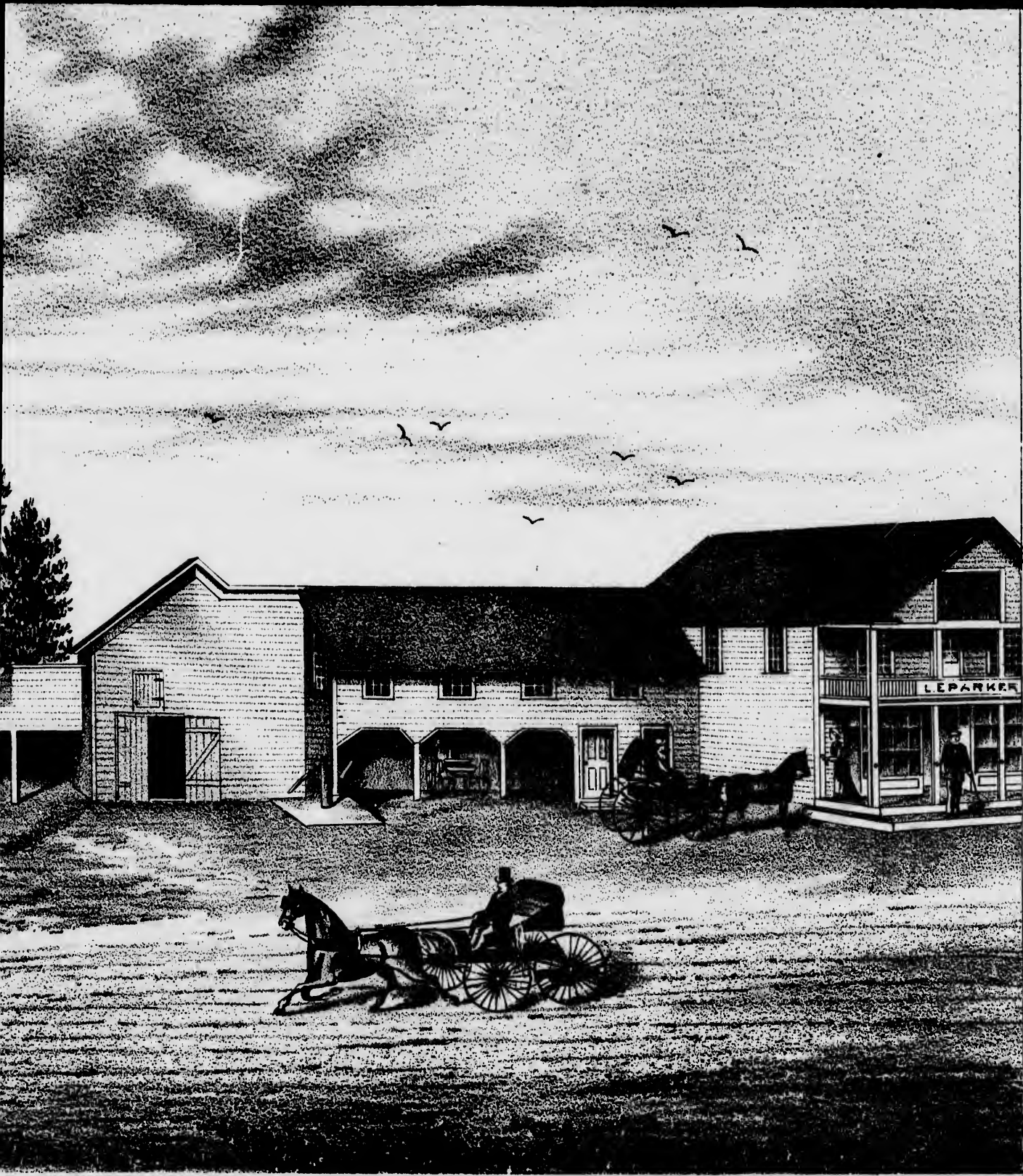
MAP OF SARAWAK

Scale: 100 Chains per Inch.

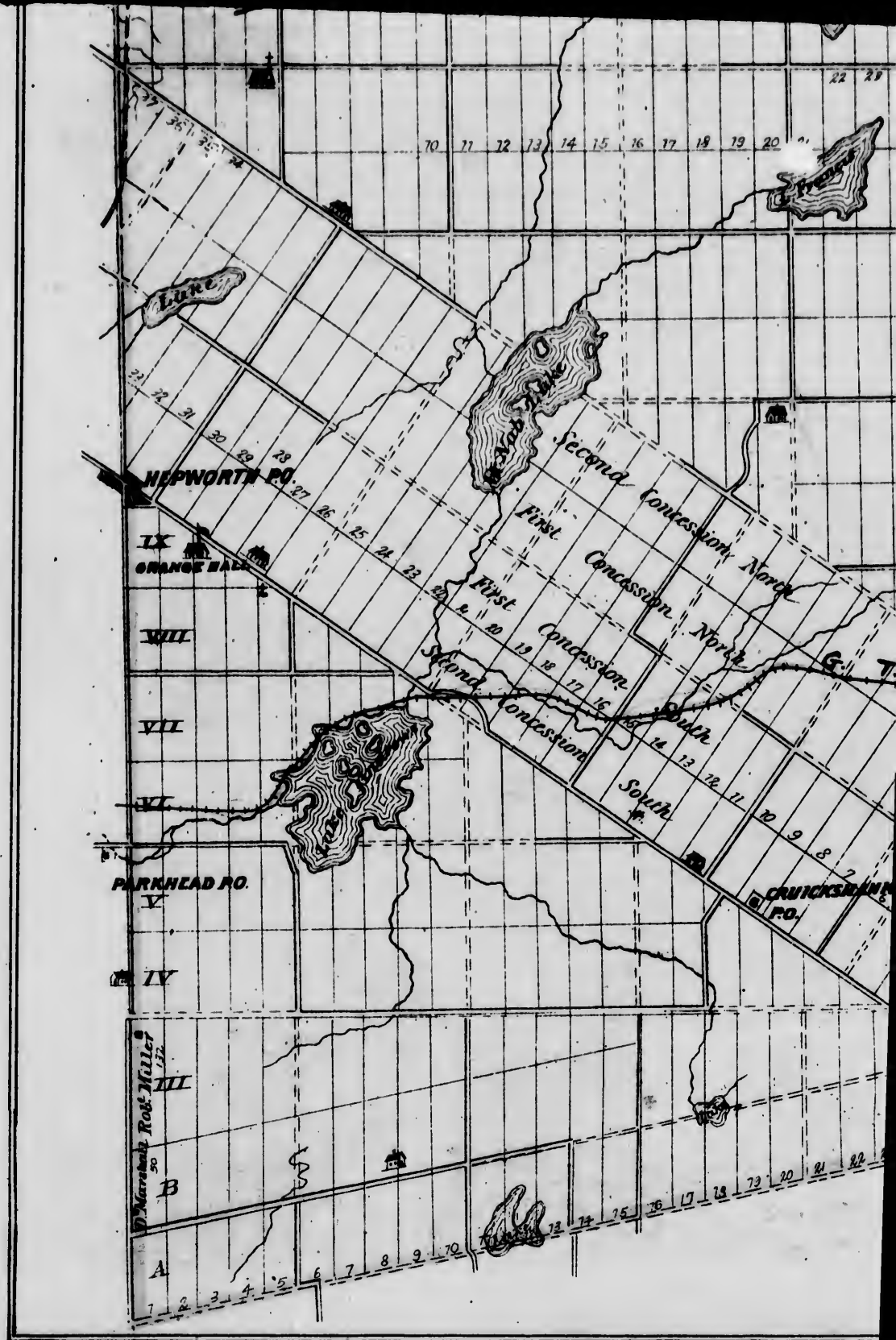




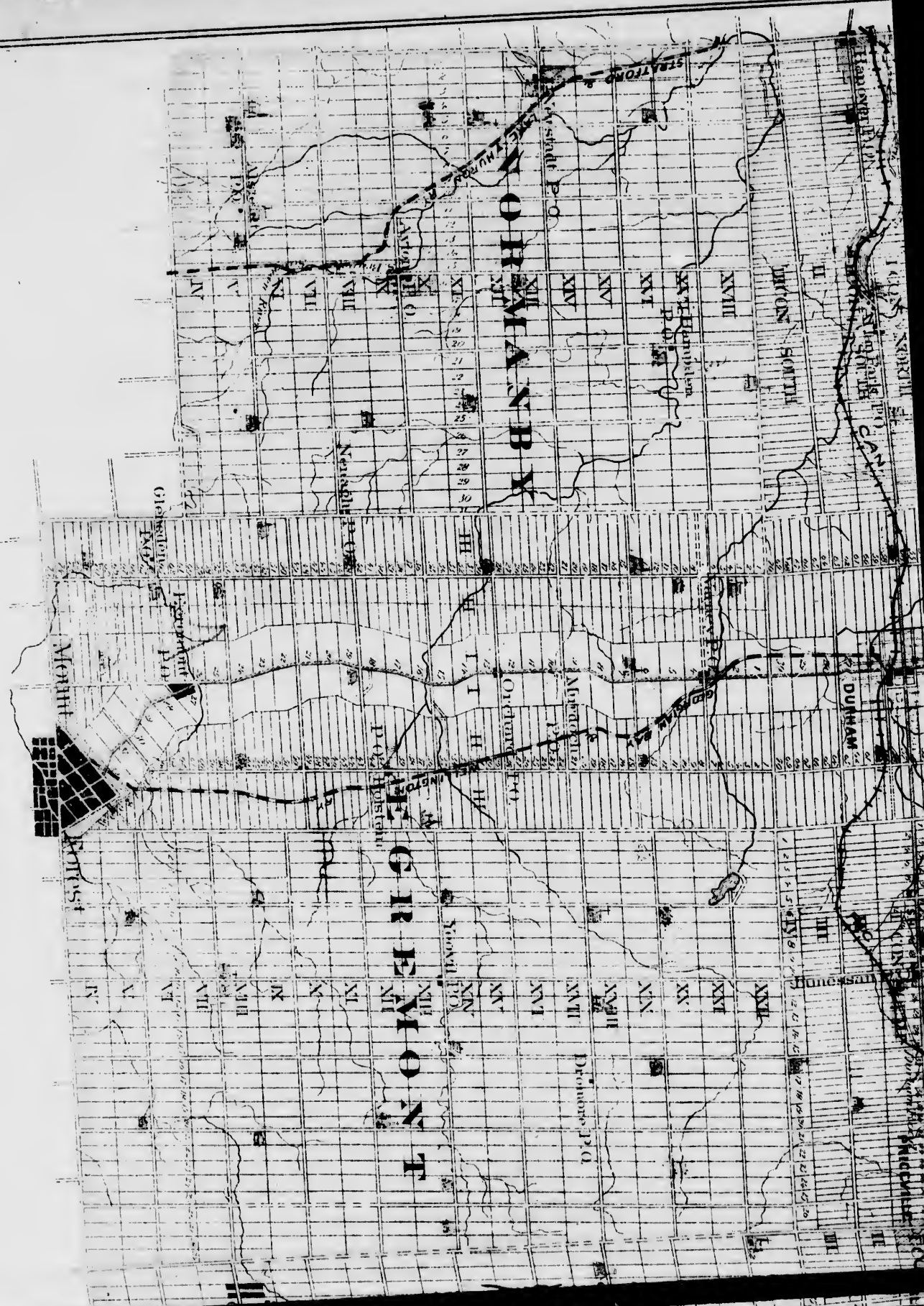
THE RESIDENCE OF L. E. PARKER ESQ. EAST

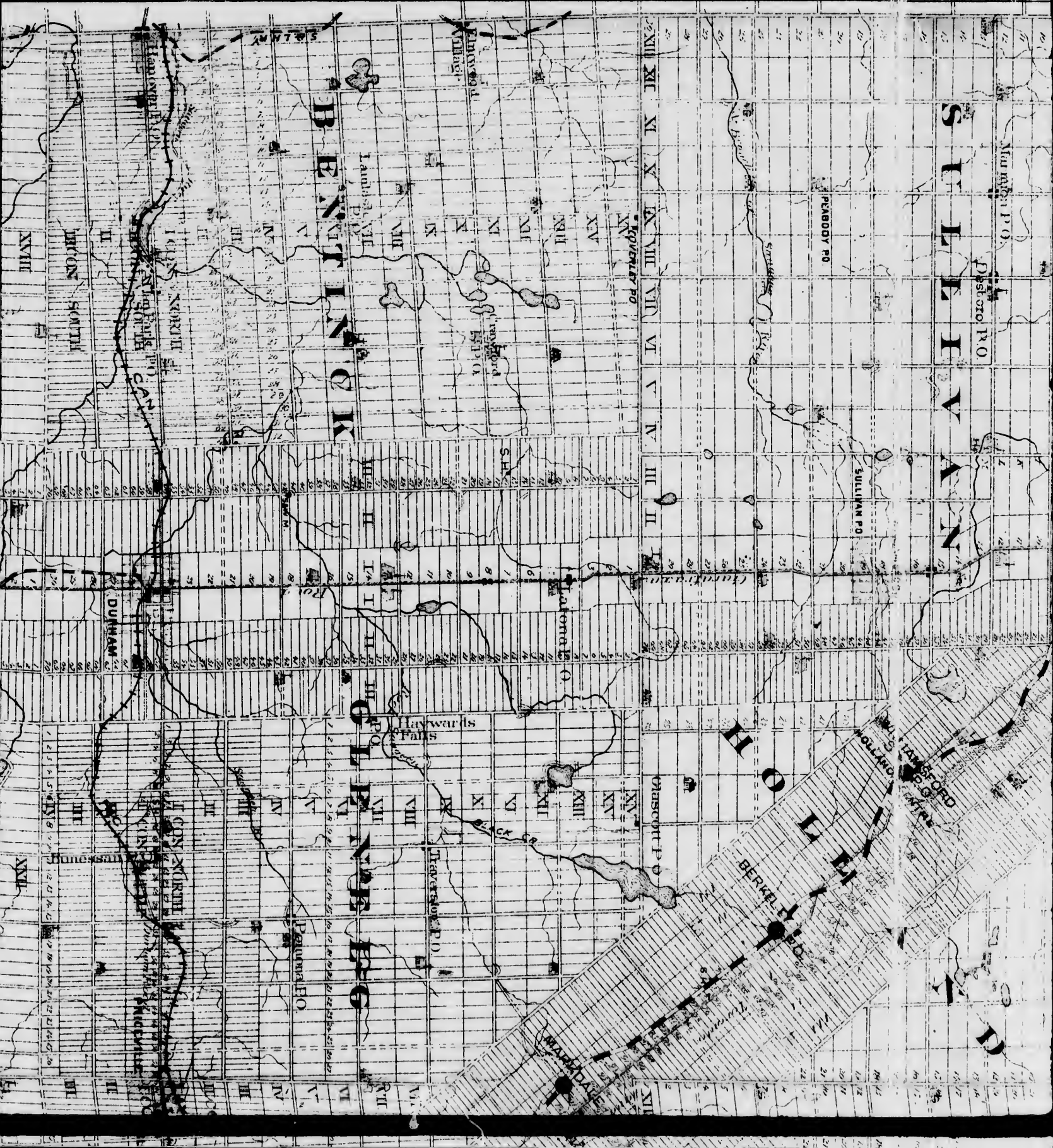


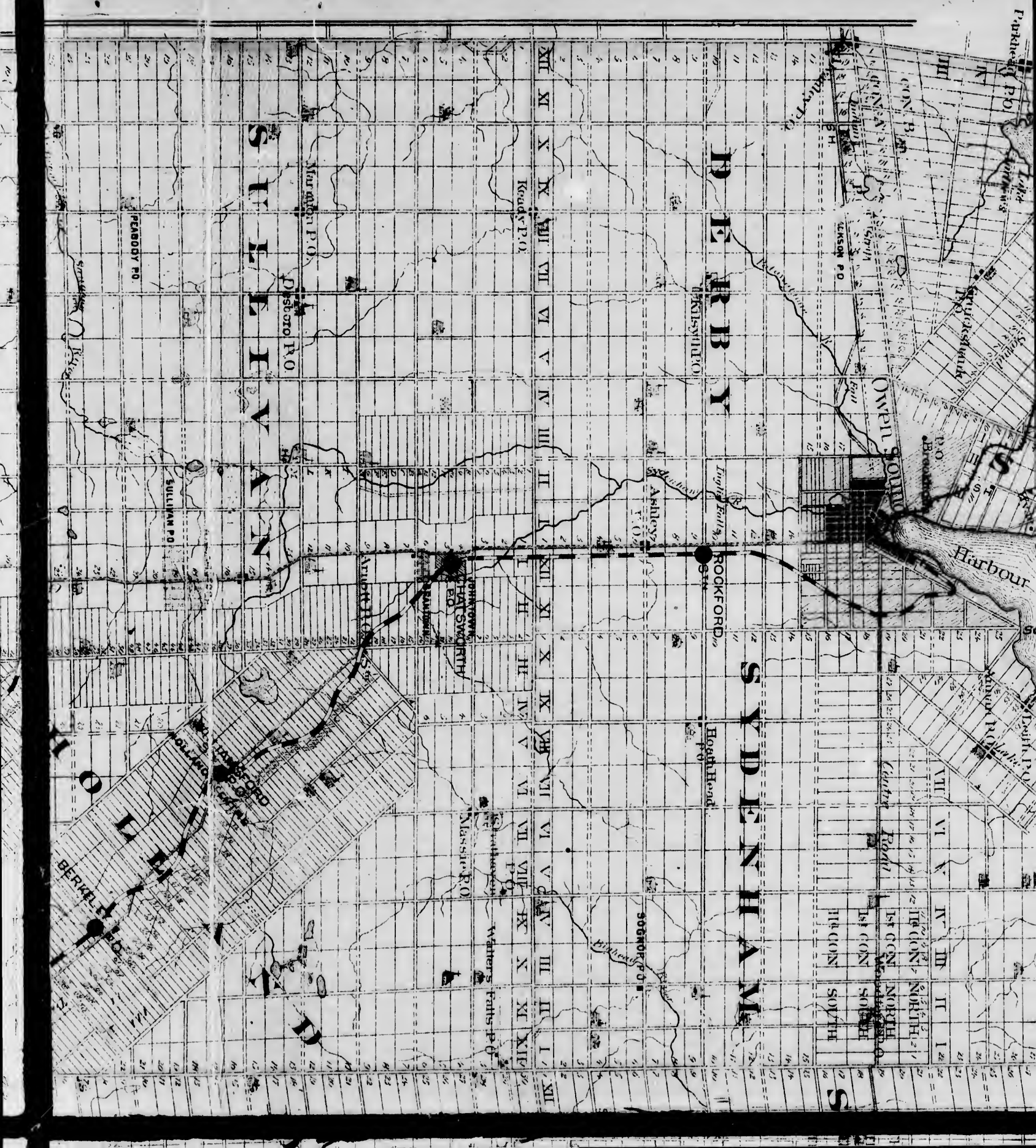
CR ESQ. EAST HATLEY, STANSTEAD CO. QUE.



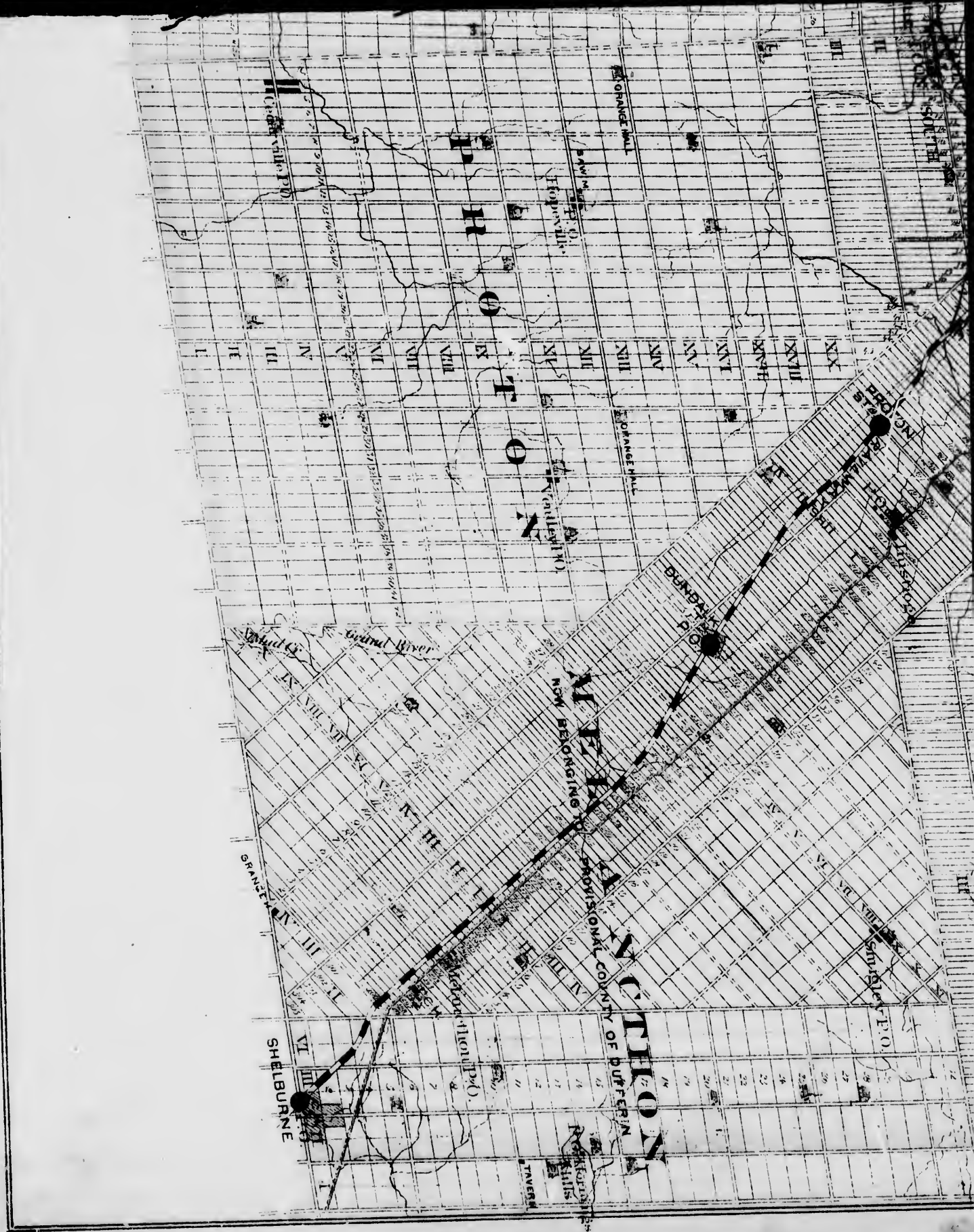












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SECTION
PROVINCIAL COUNTY OF DUFFERIN

SHELBURNE

TAVERN
SHELBURNE
P.O.

BUNDY

PROVINCIAL

SHELBURNE P.O.

GRAND RIVER

GRAND CREEK

HOPKINS

SHELBURNE P.O.

13.11.14 12.11

REDWING P.O.

PO - (11/17/71)

DUNCAN PO.

P.O.
erly

Kinn

VANDEUR H.O.

Reverend A. River

CHARLESTOWN
CHURCH
MAY 1901

Herishanu H. O.

Robt. R. O.

TEMP. H

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ALC

LOC. NORTH

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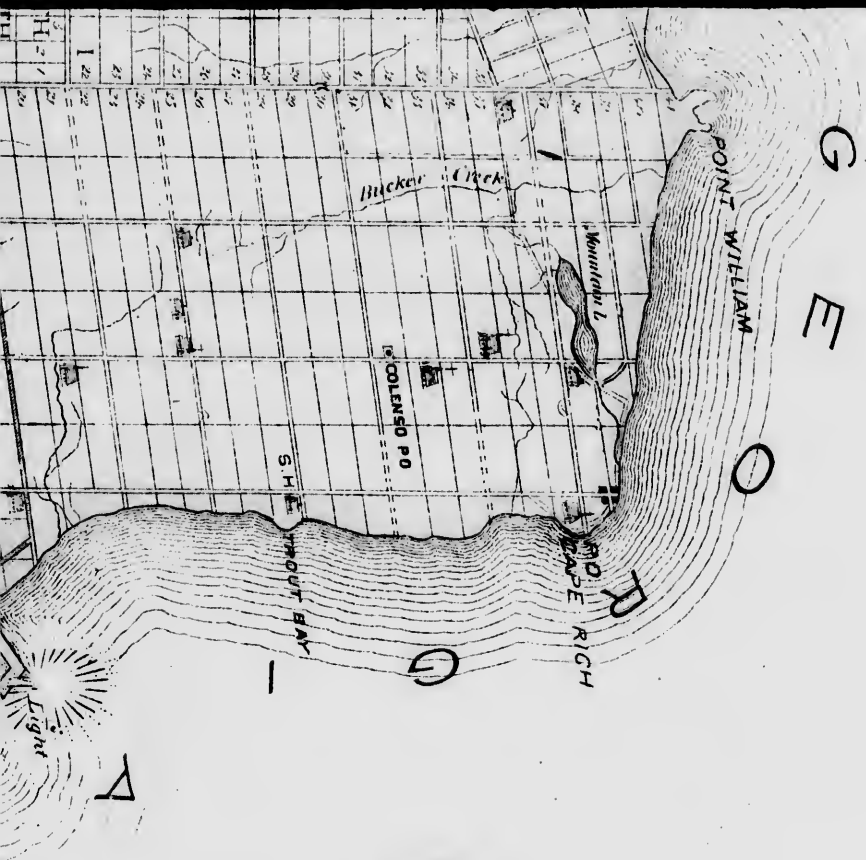
पुस्तकालय

~~Smiley P.O.~~

ST AUGUSTINE
BAYVIEW PD
CLEARFORD

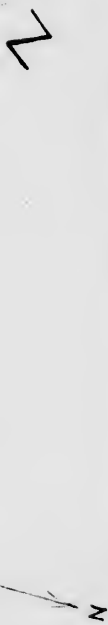


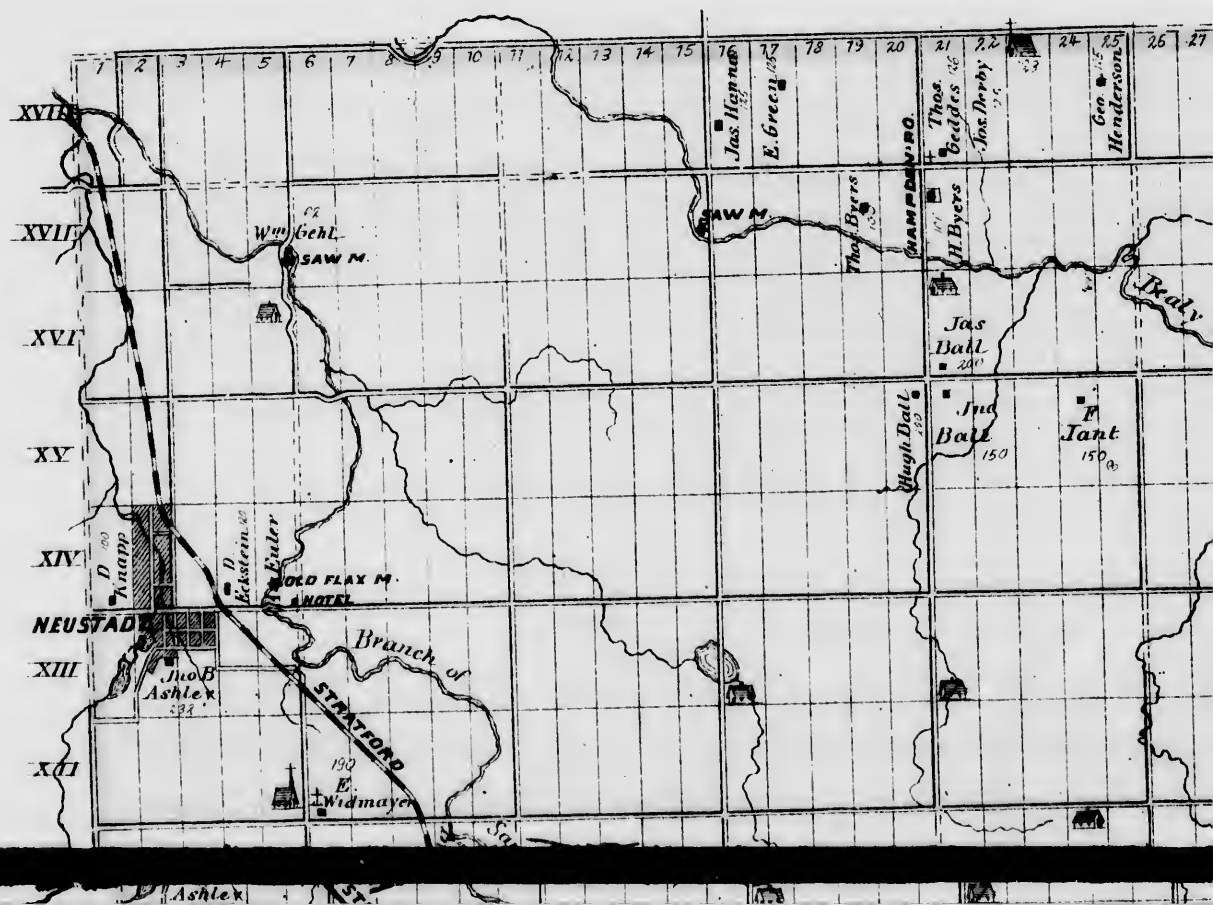
COLLINSWOOD
Bards P.O.
Bards P.O.

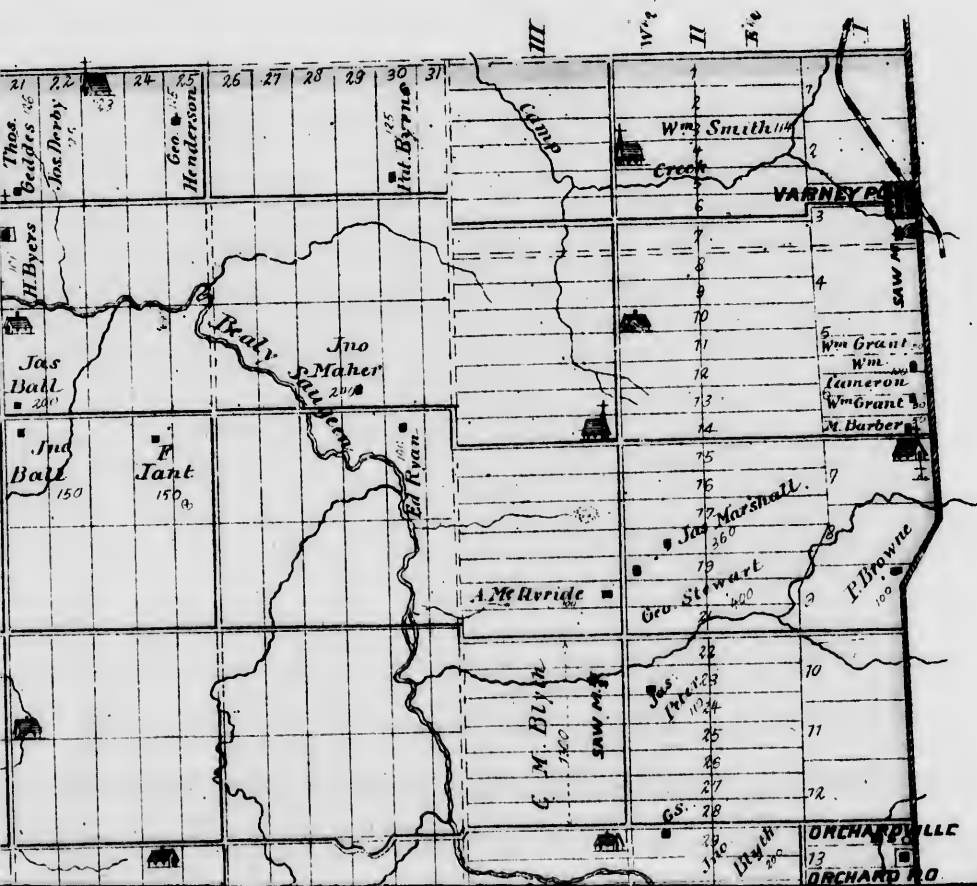


MAP OF THE COUNTY OF FRANKLIN

Scale $2\frac{1}{2}$ Miles to one Inch.

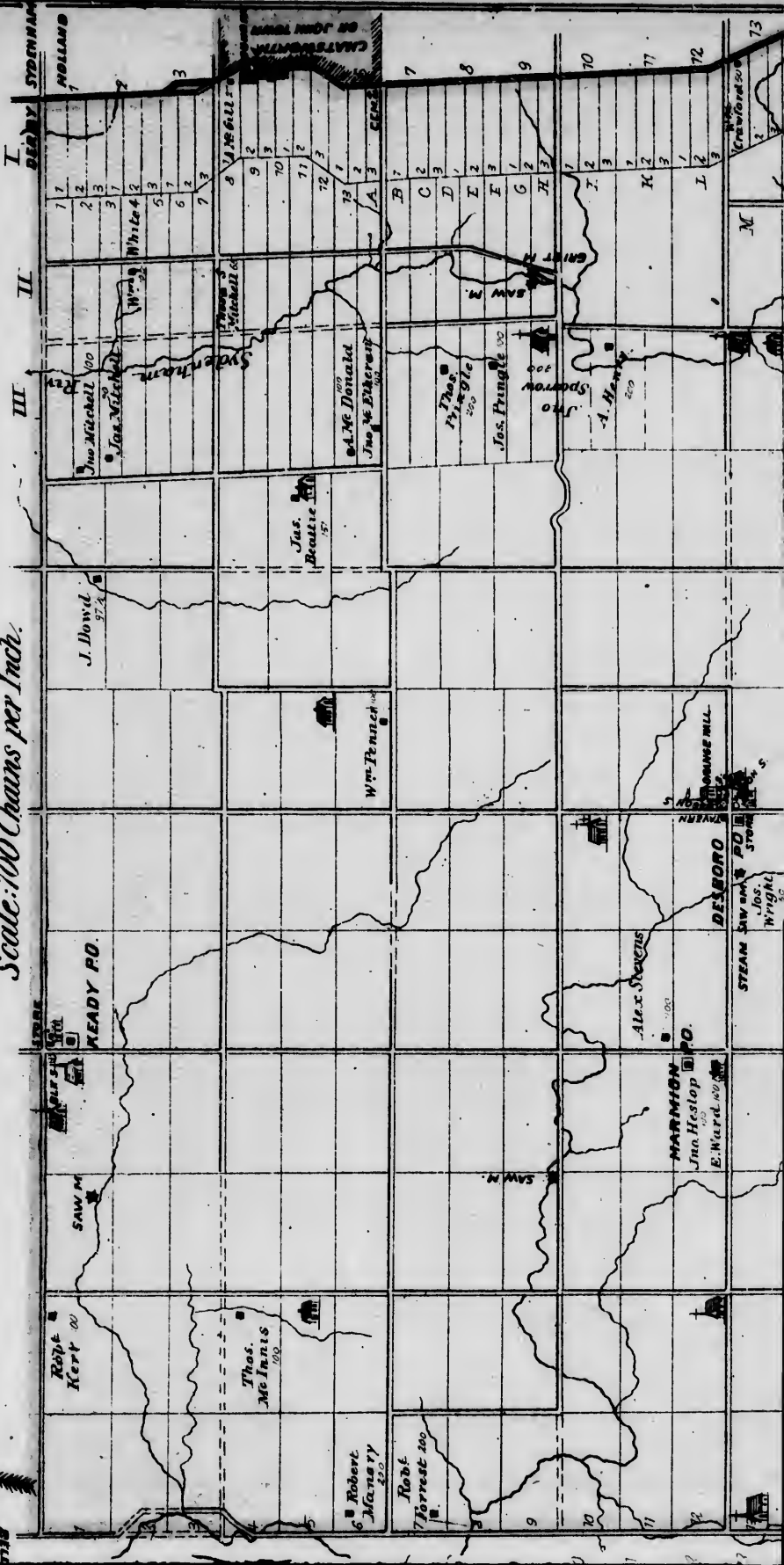


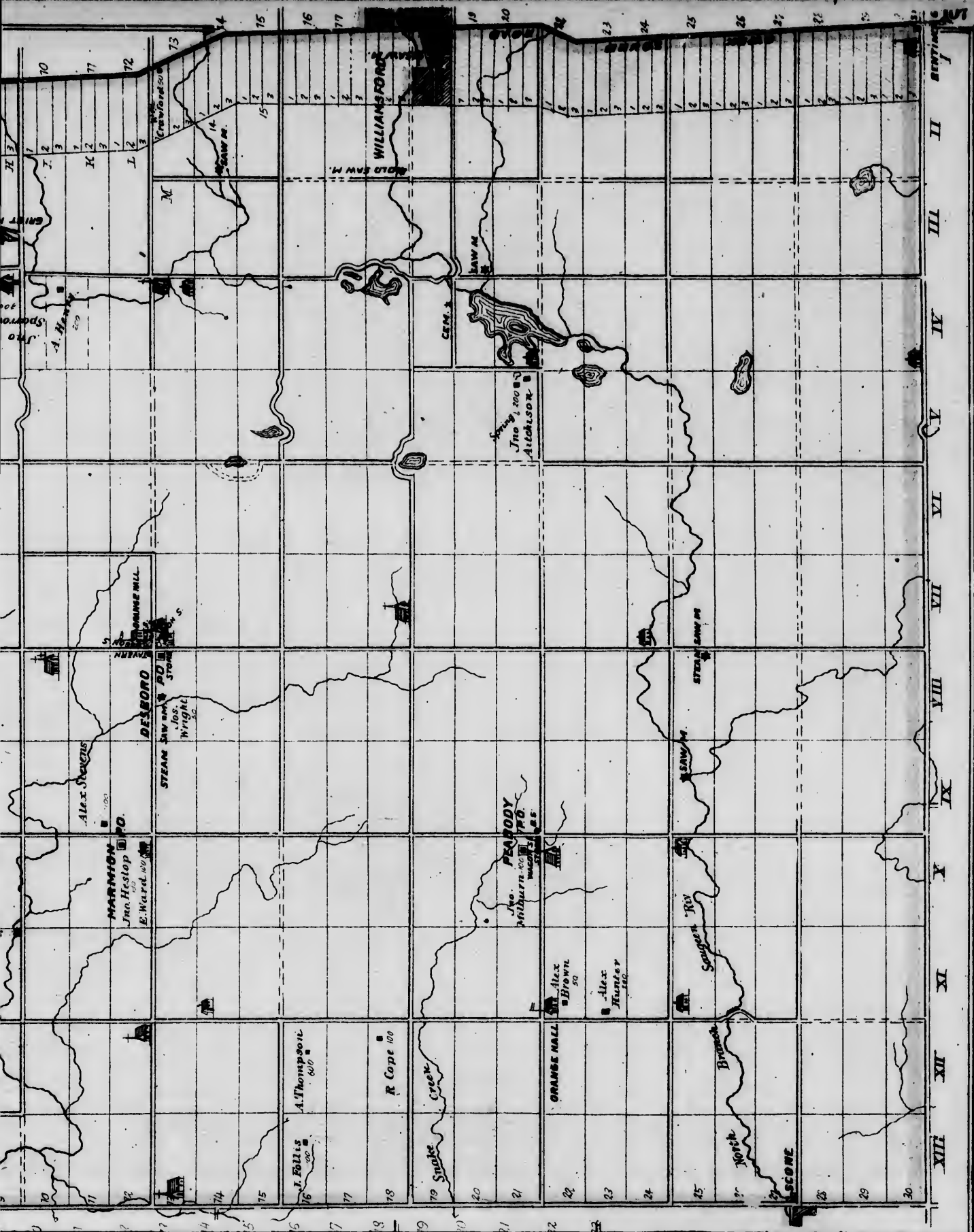


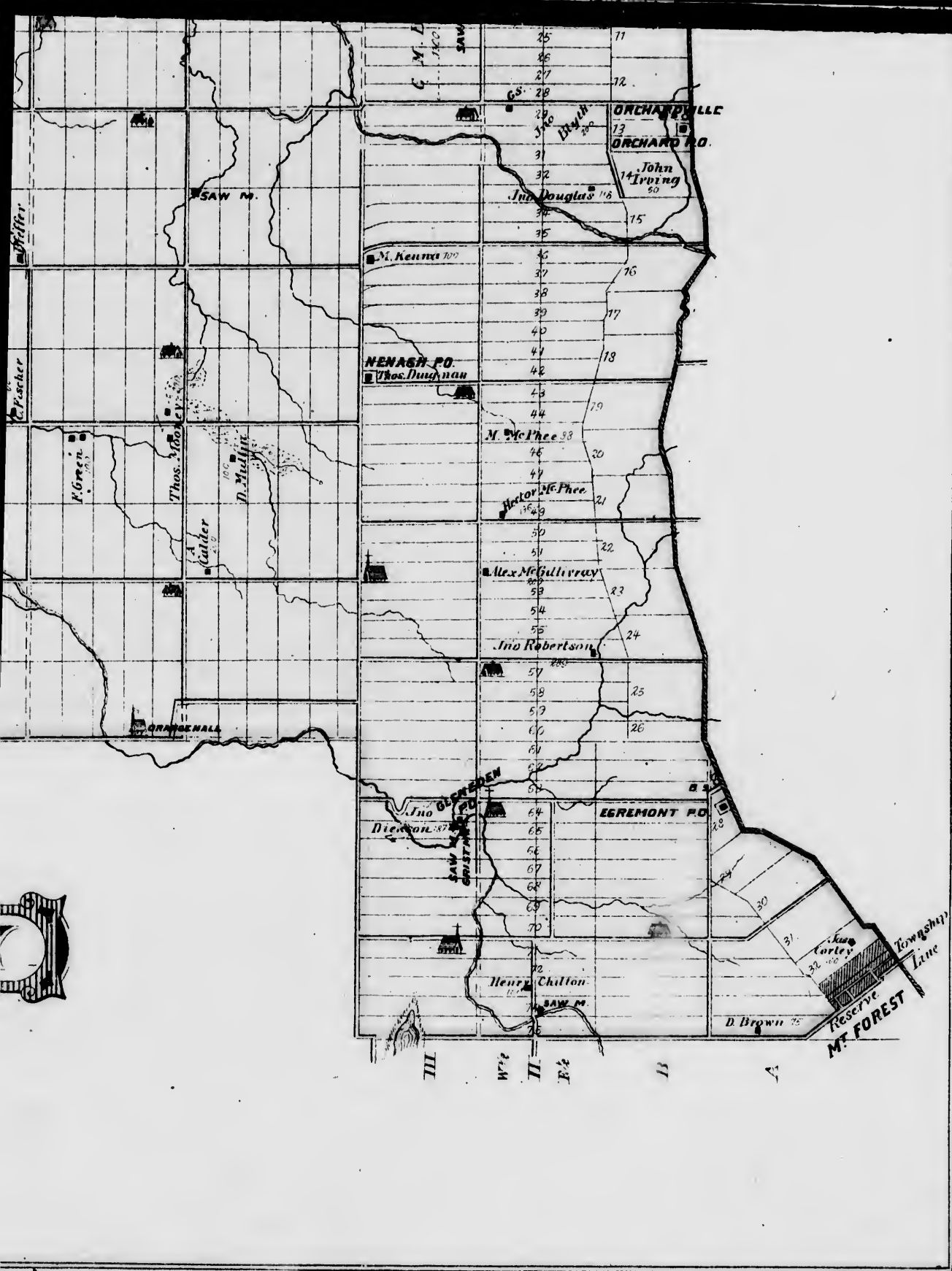


MAP OF SULLIVAN TOWNSHIP

Scale: 100 Chains per Inch.

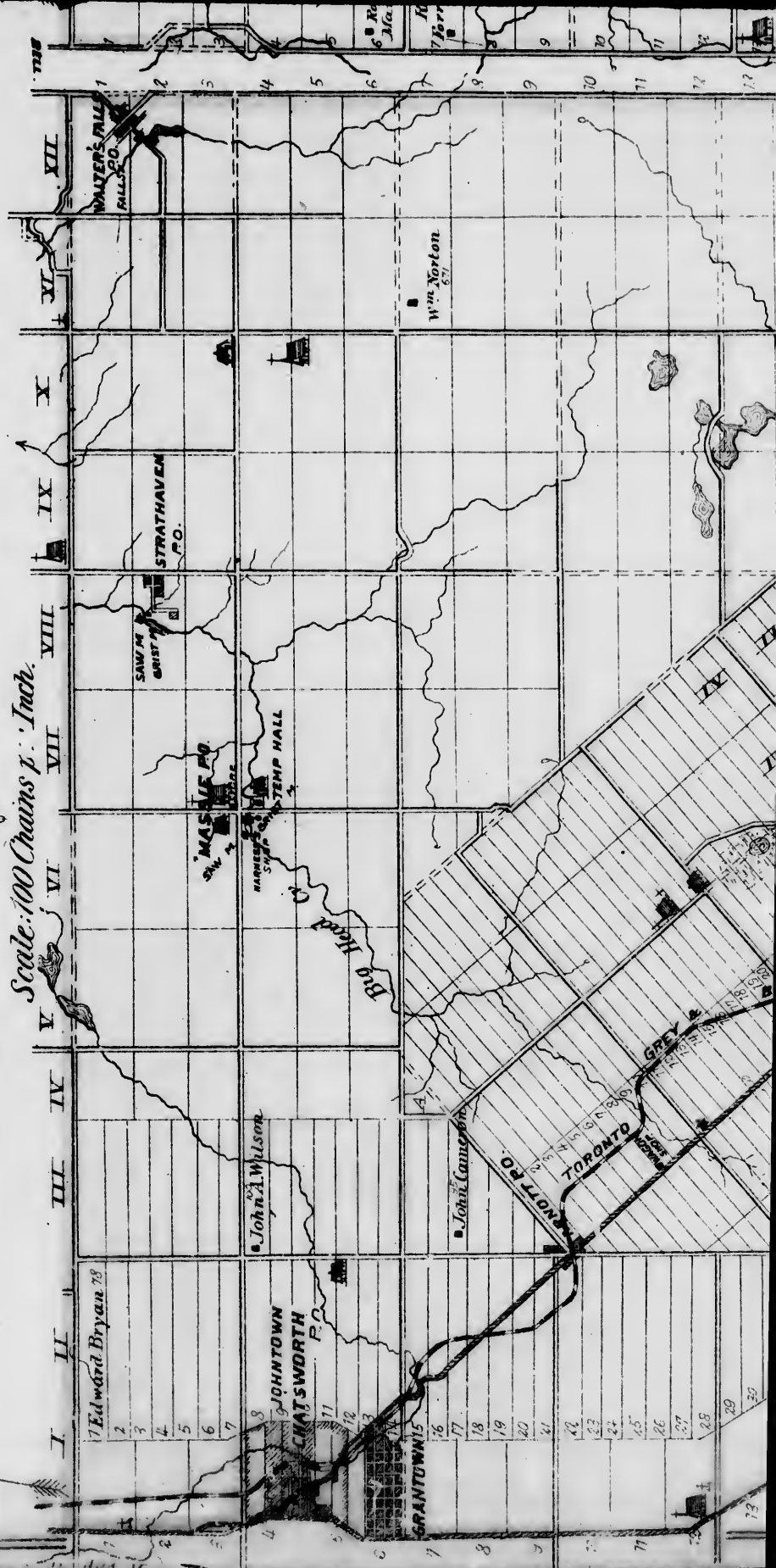


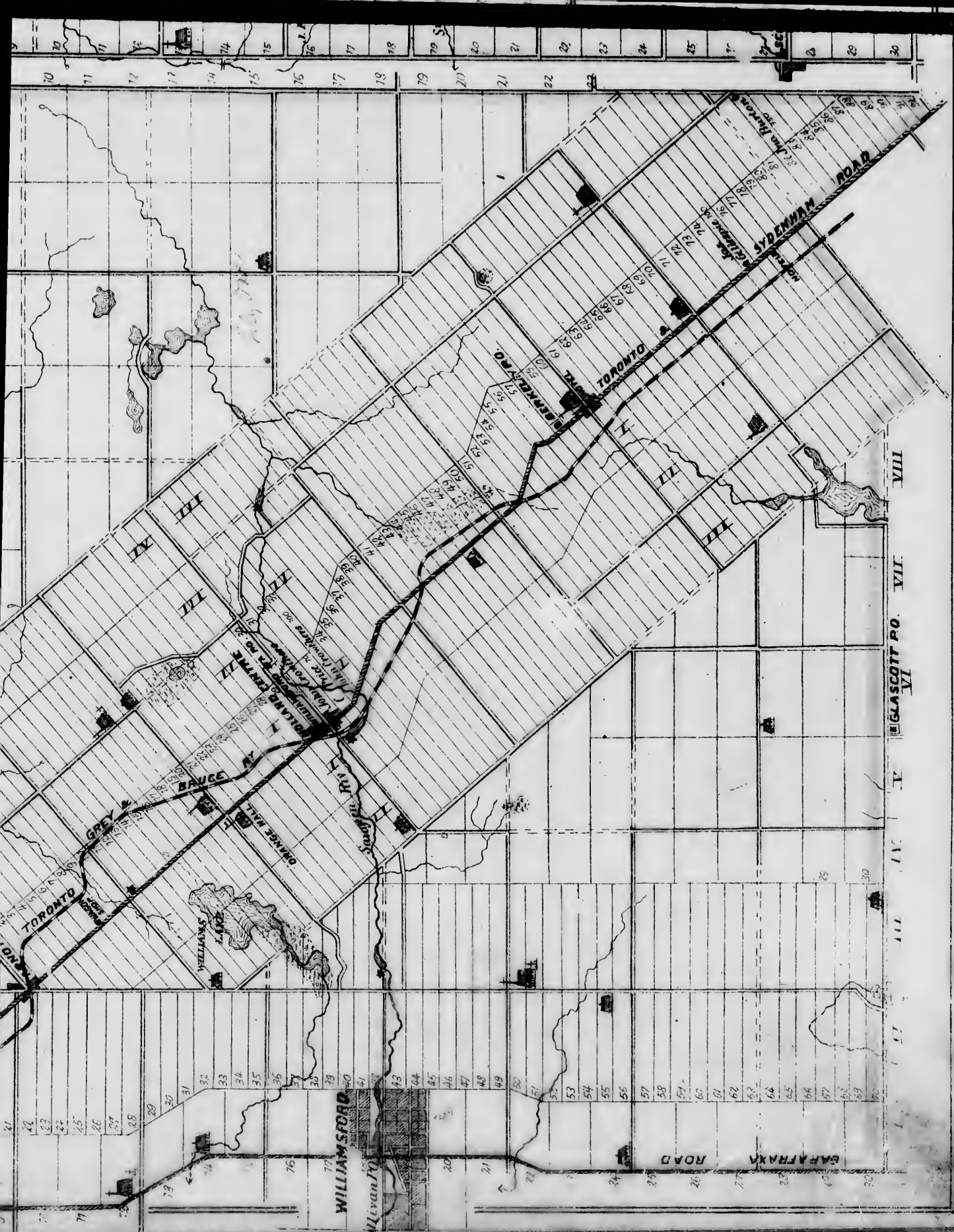




MAP OF HOLLAND TOWNSHIP

Scale: 100 Chains p. Inch.







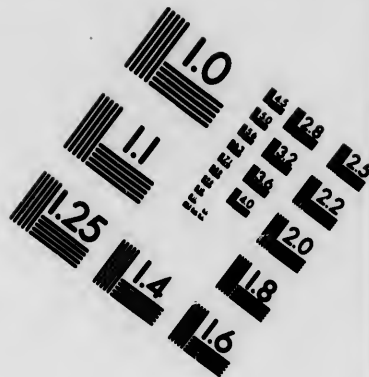
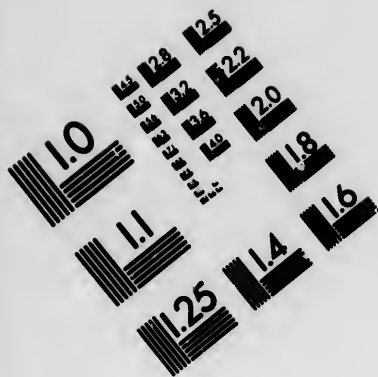
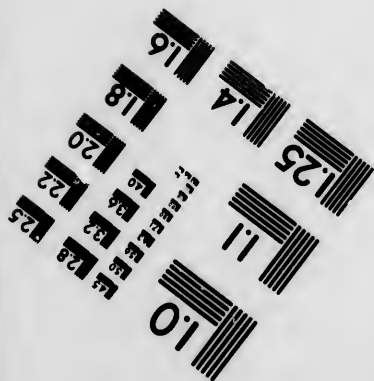
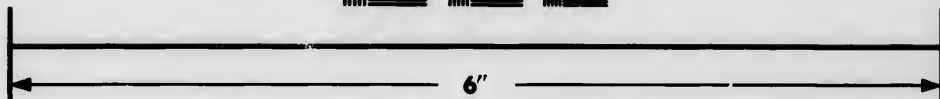
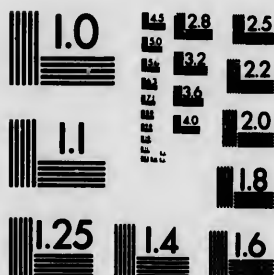


IMAGE EVALUATION TEST TARGET (MT-3)

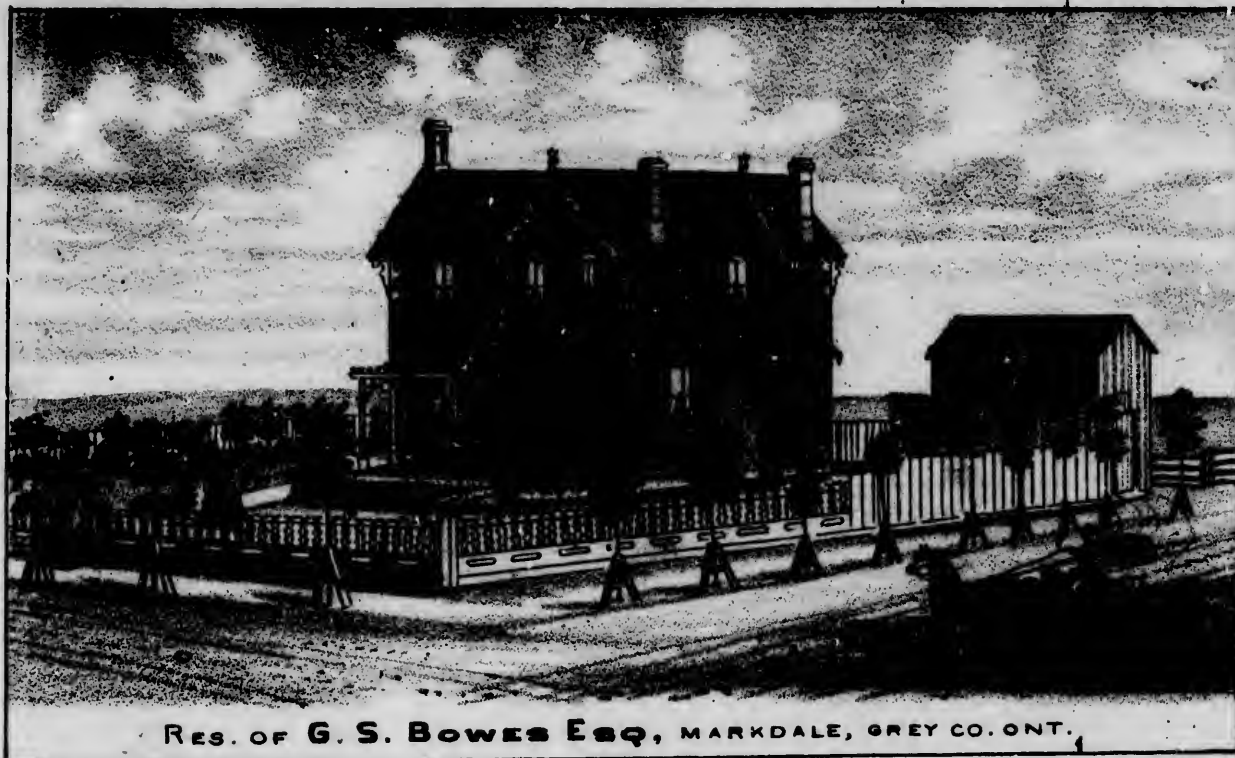


Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

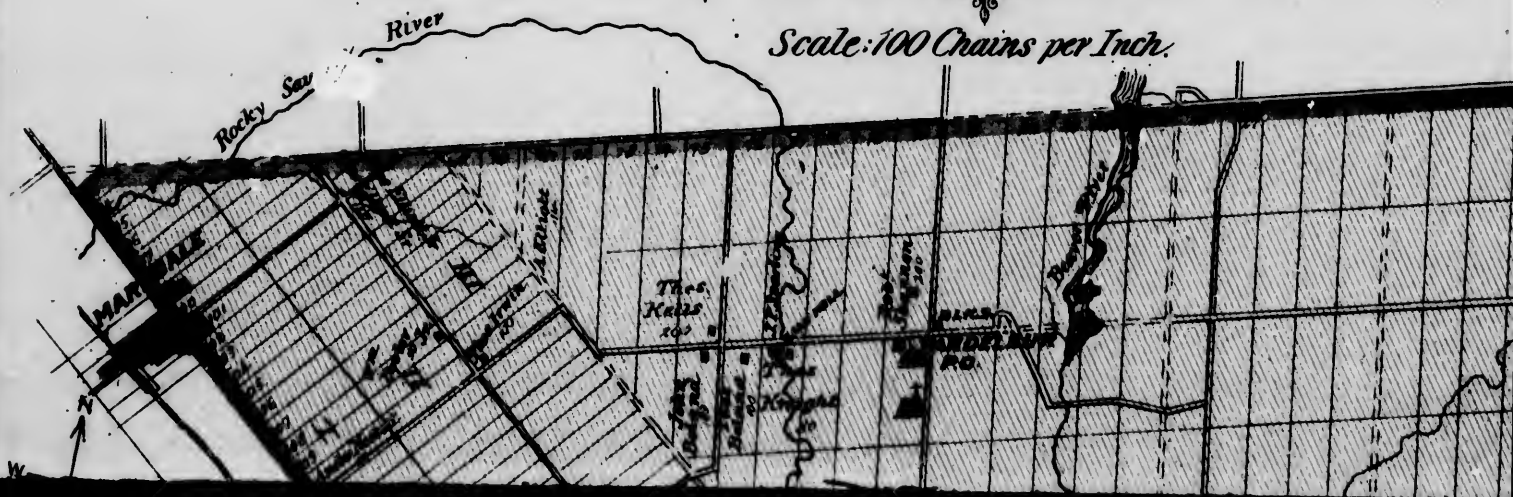
18 20 22 25
E E E E E

oi
E E E E E



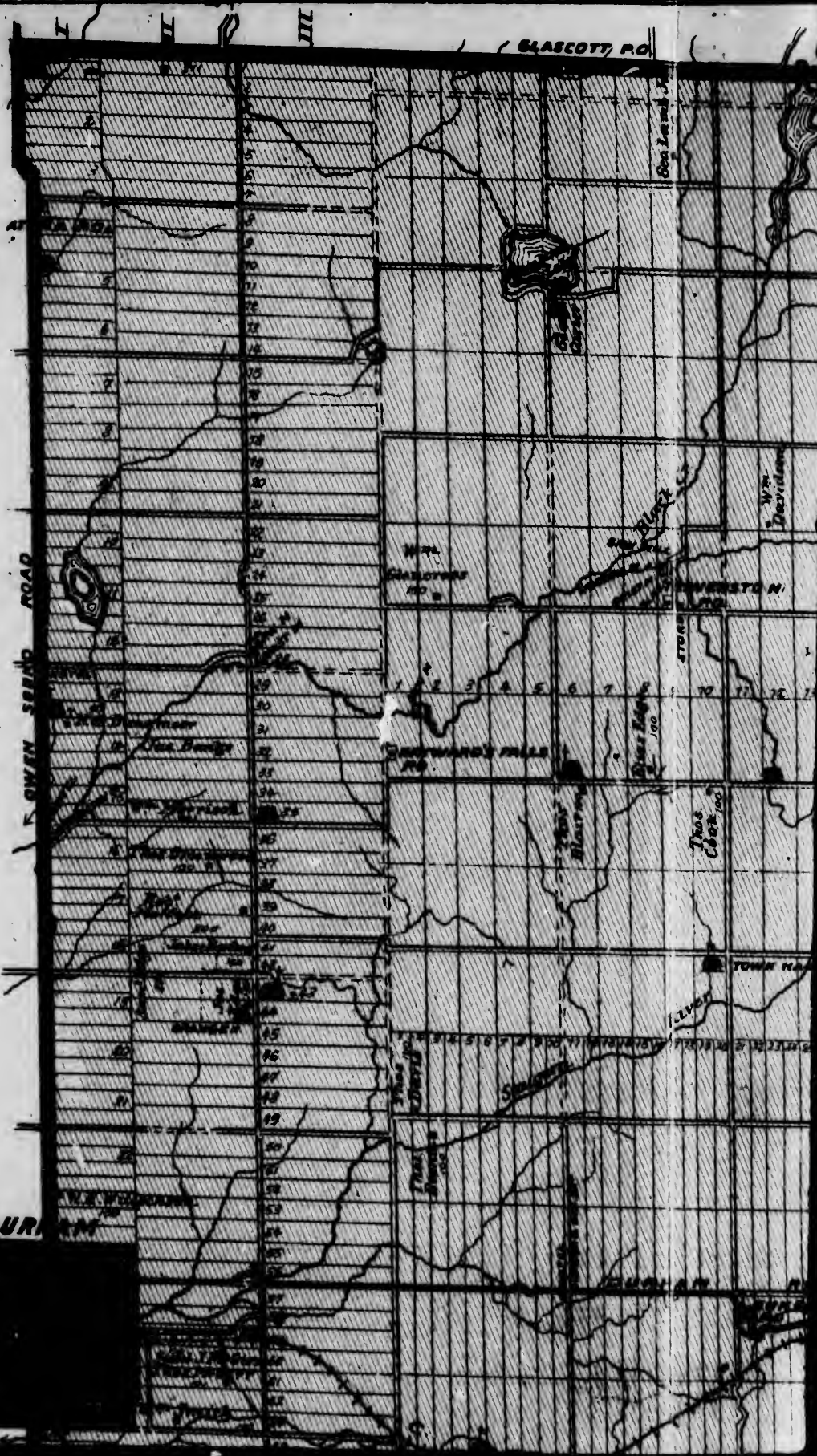
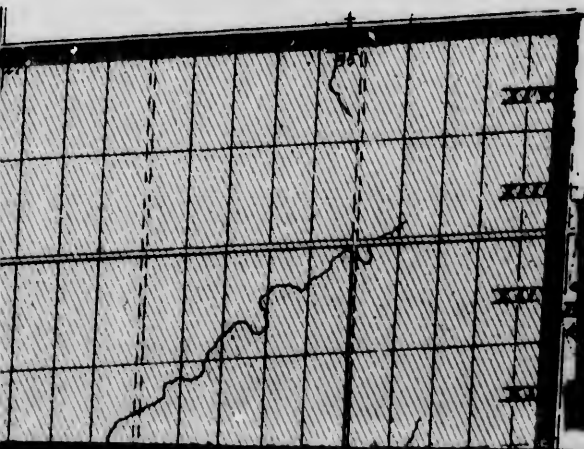
MAP OF ARTEMESIA TOWN

Scale: 100 Chains per Inch.

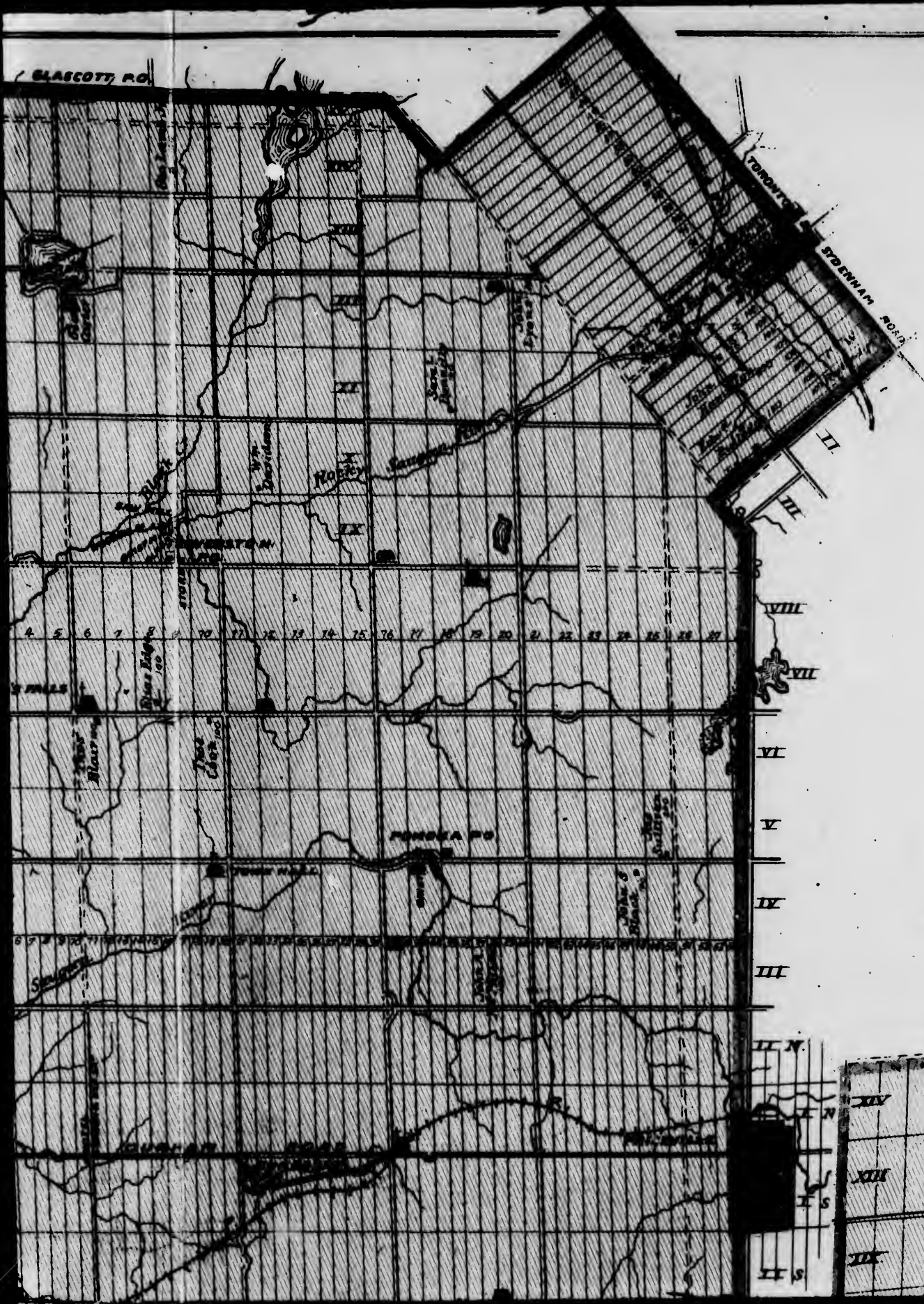




O. ONT.



BLASCOTT RD



Nah-ne-
W





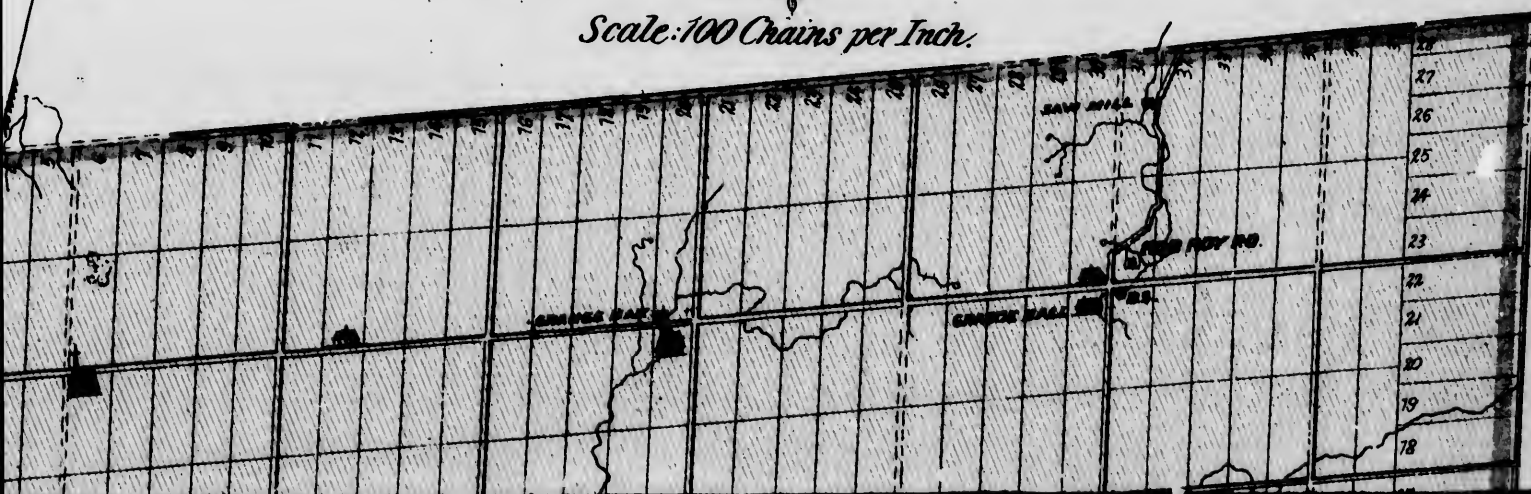
*Nah-ne-bah-wee-quay [deceased]
Wife of W^m Sutton.
Sarawak Tp. Ont.*



*William Sutton,
of Sarawak Tp.
Ont.*



Scale: 100 Chains per Inch.







MAP OF GLENELG

Scale: 100 Chains per Inch



TOWNSHIP





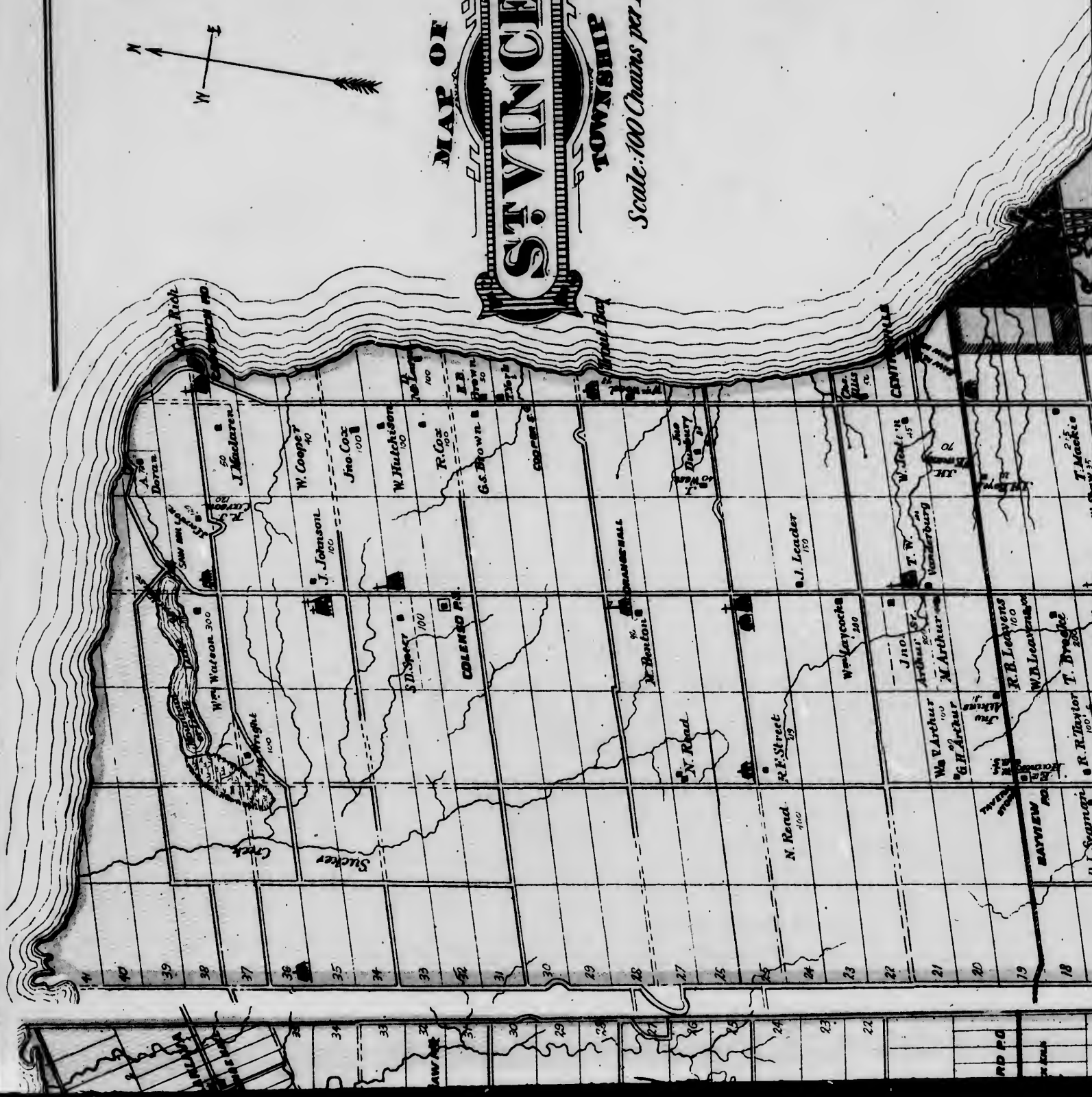


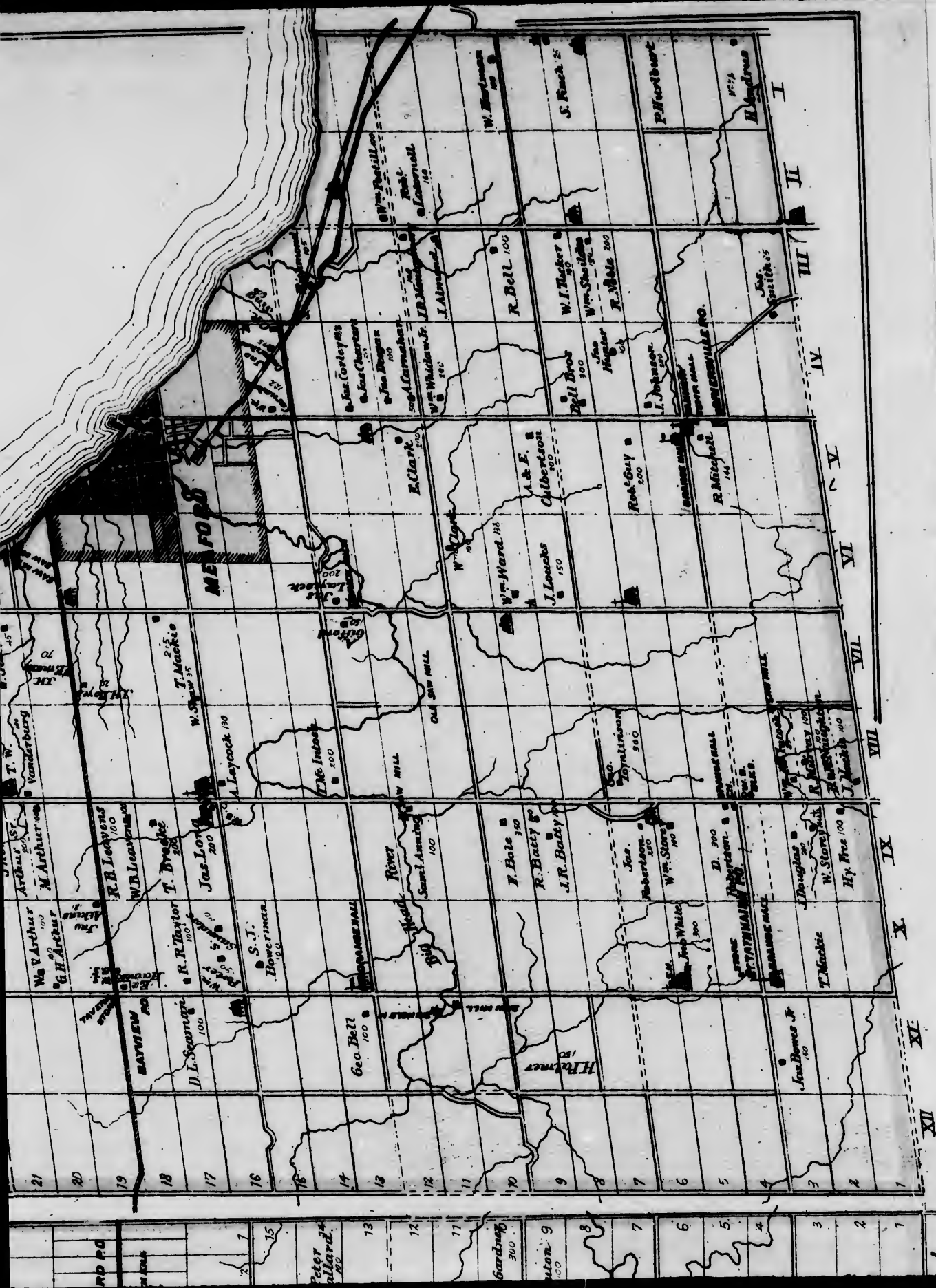
MAP OF

ST VINCENT

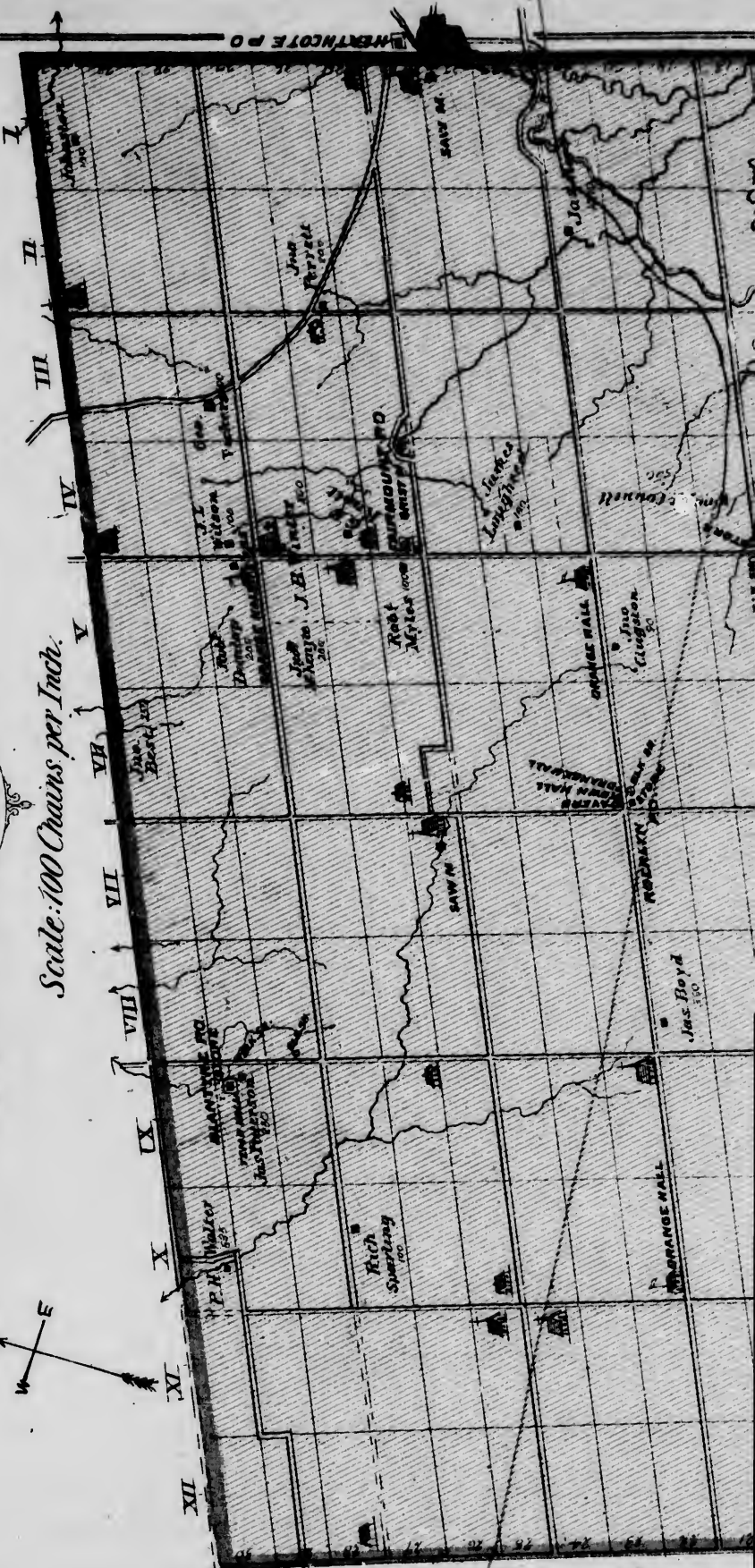
TOWNSHIP

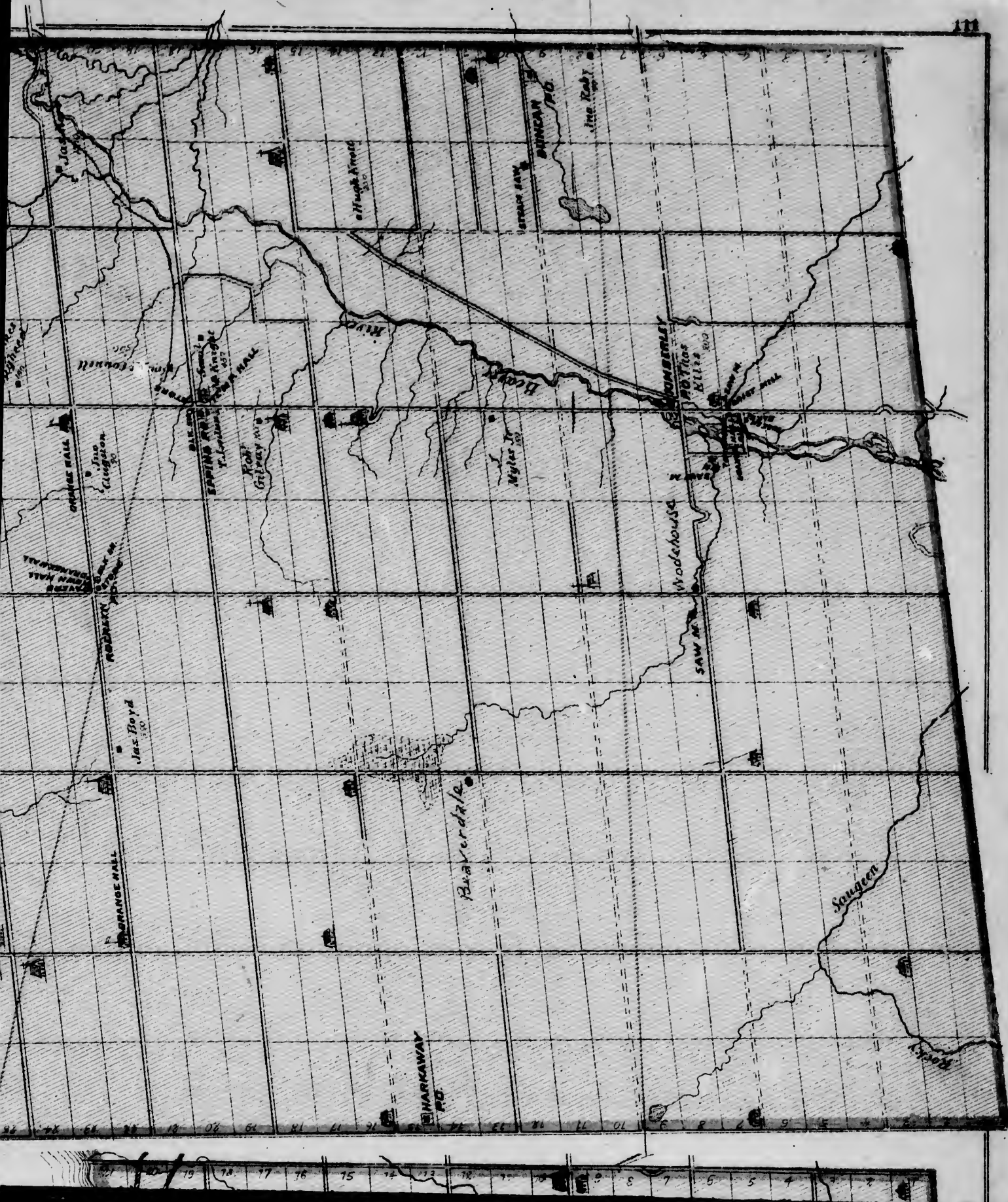
Scale: 100 Chains per Inch.





Scale: 100 Chains per Inch.





Scale: 100 Chains per Inch.

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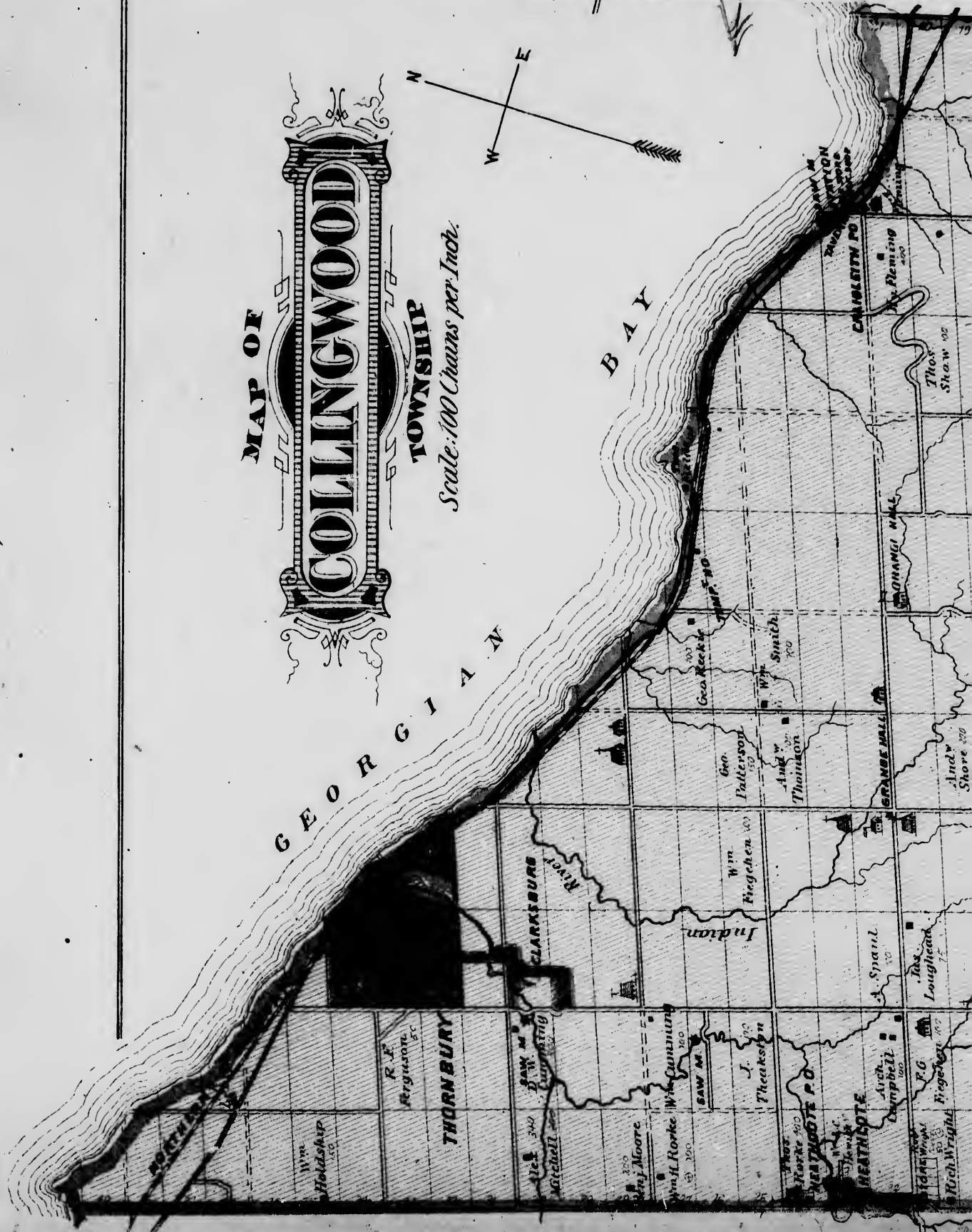


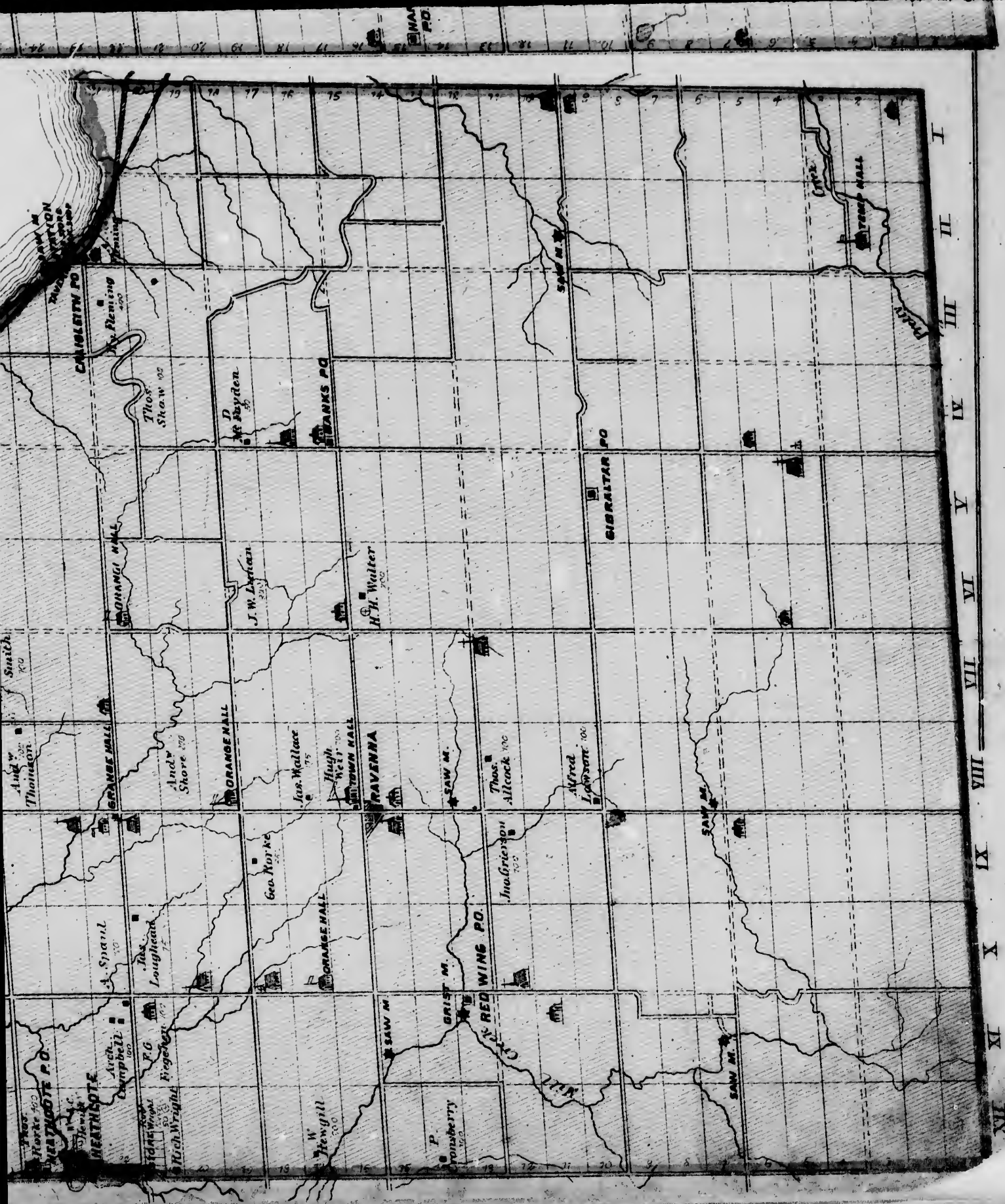


MAP OF COLLINGWOOD

TOWNSHIP

Scale: 100 Chains per Inch.



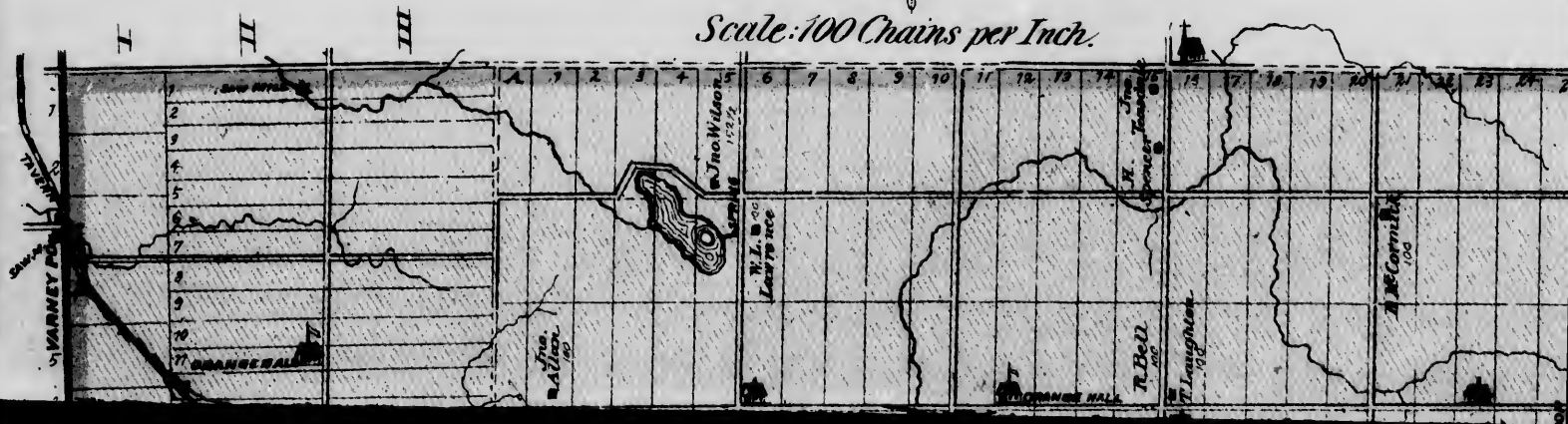


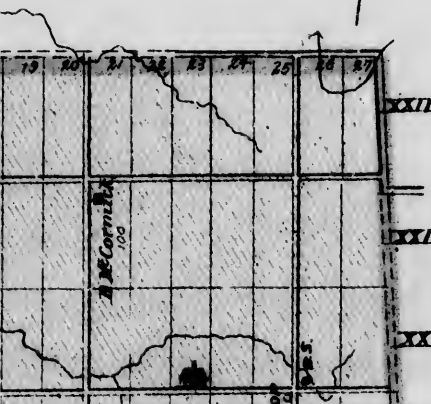


Mrs. Roger Lever,
FLESHERTON RD.
GREY CO.

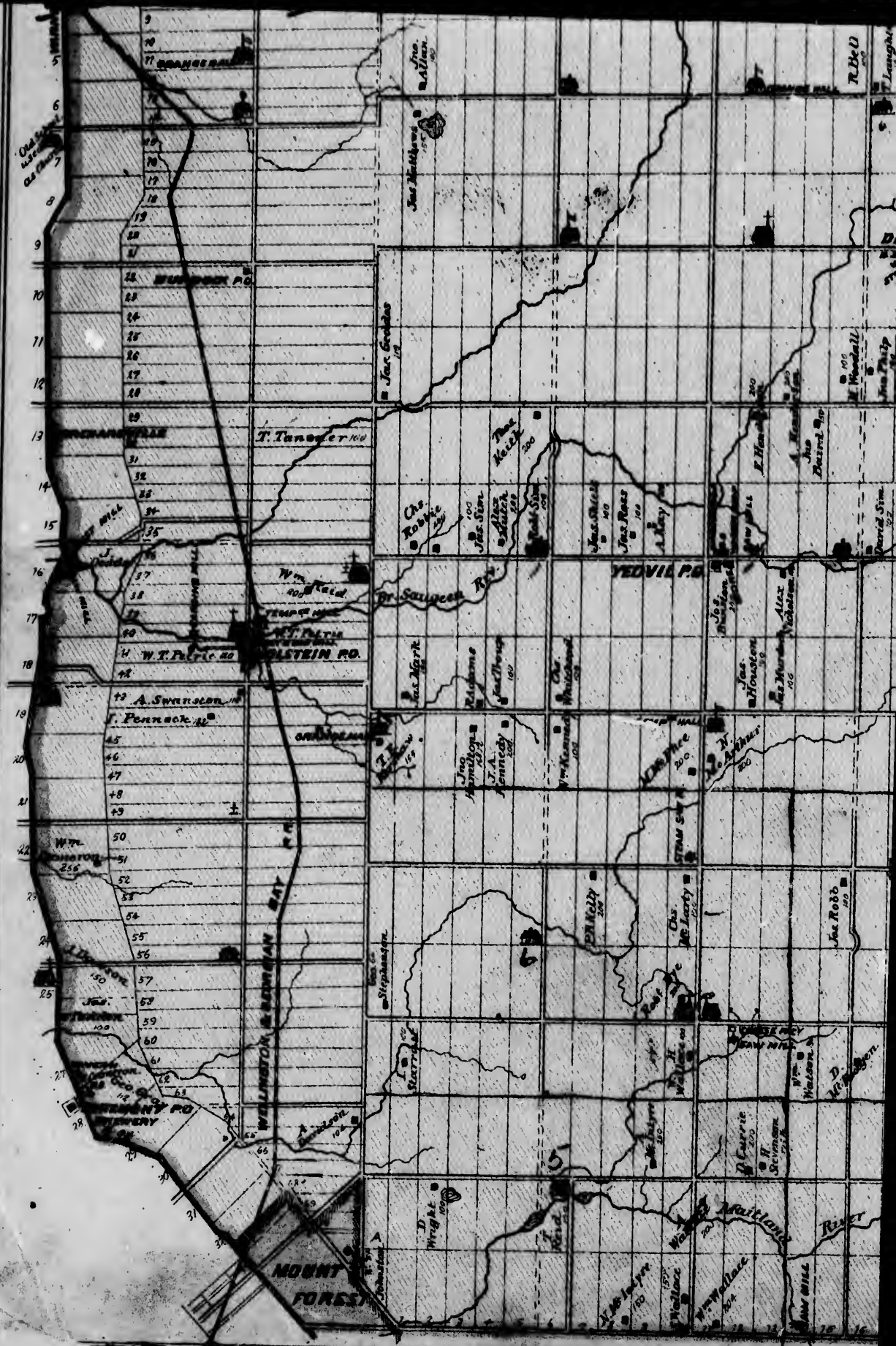
MAP OF EGREMONT TOWNSHIP

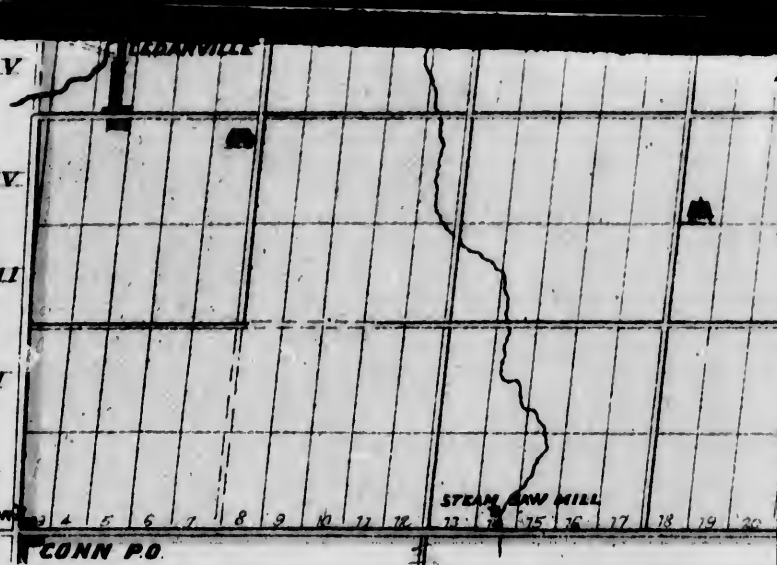
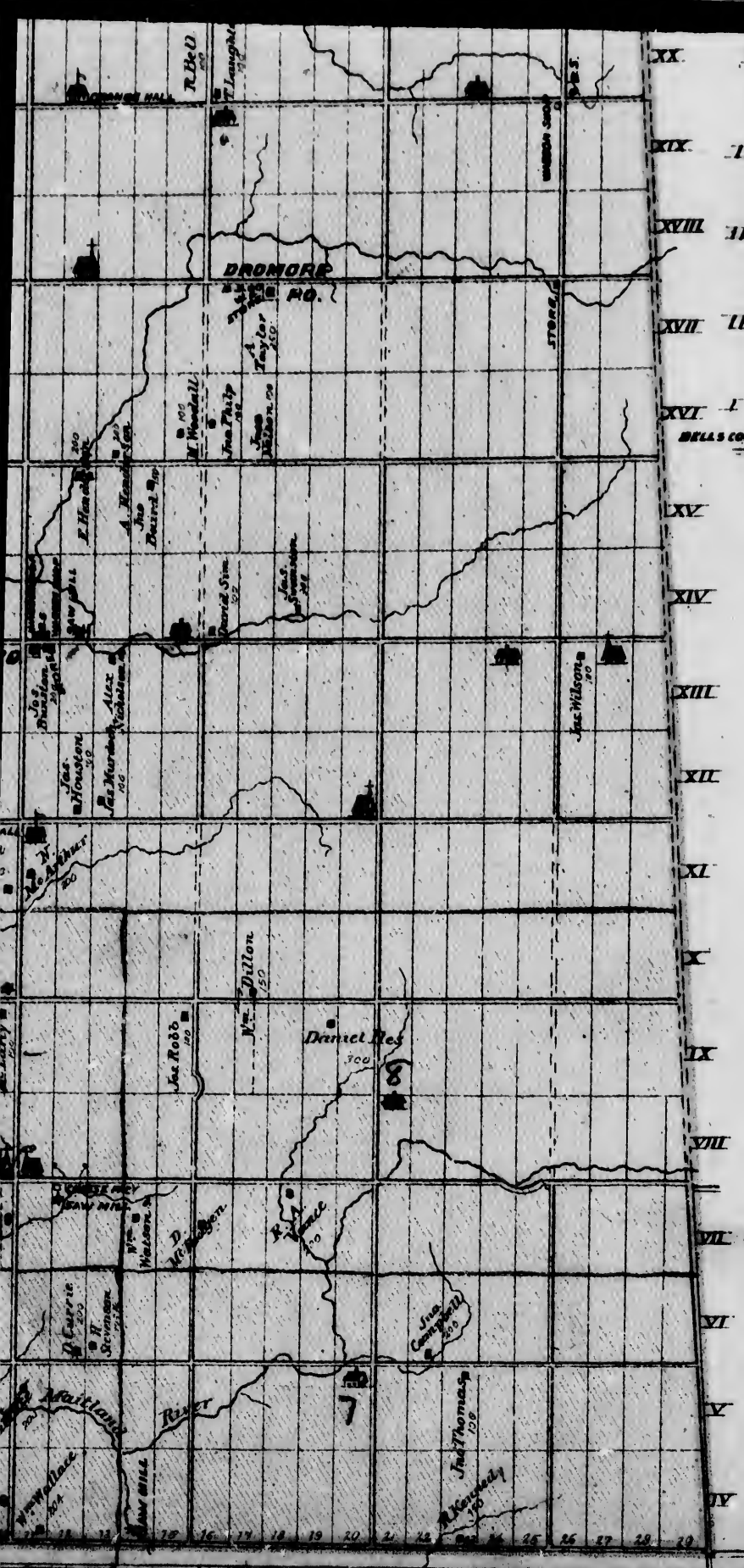
Scale: 100 Chains per Inch.



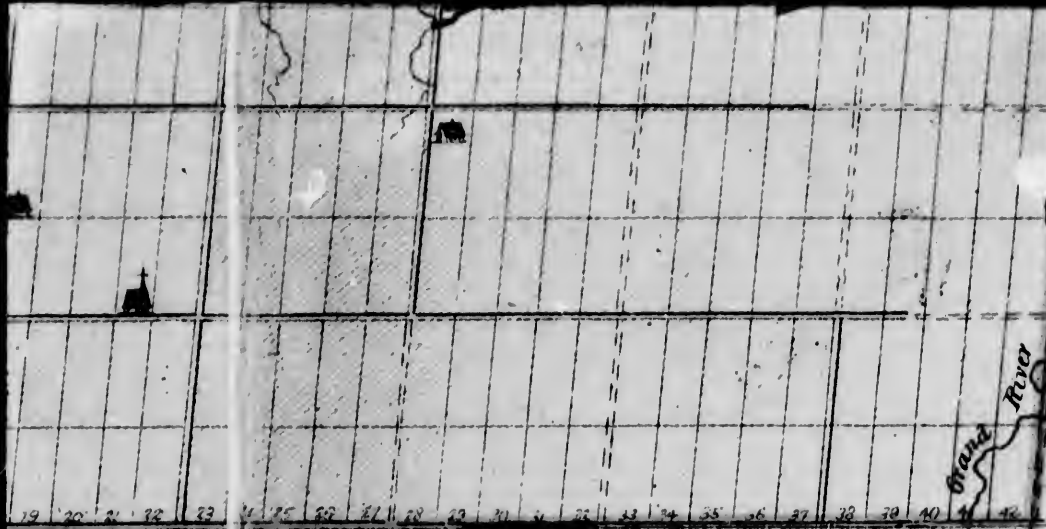






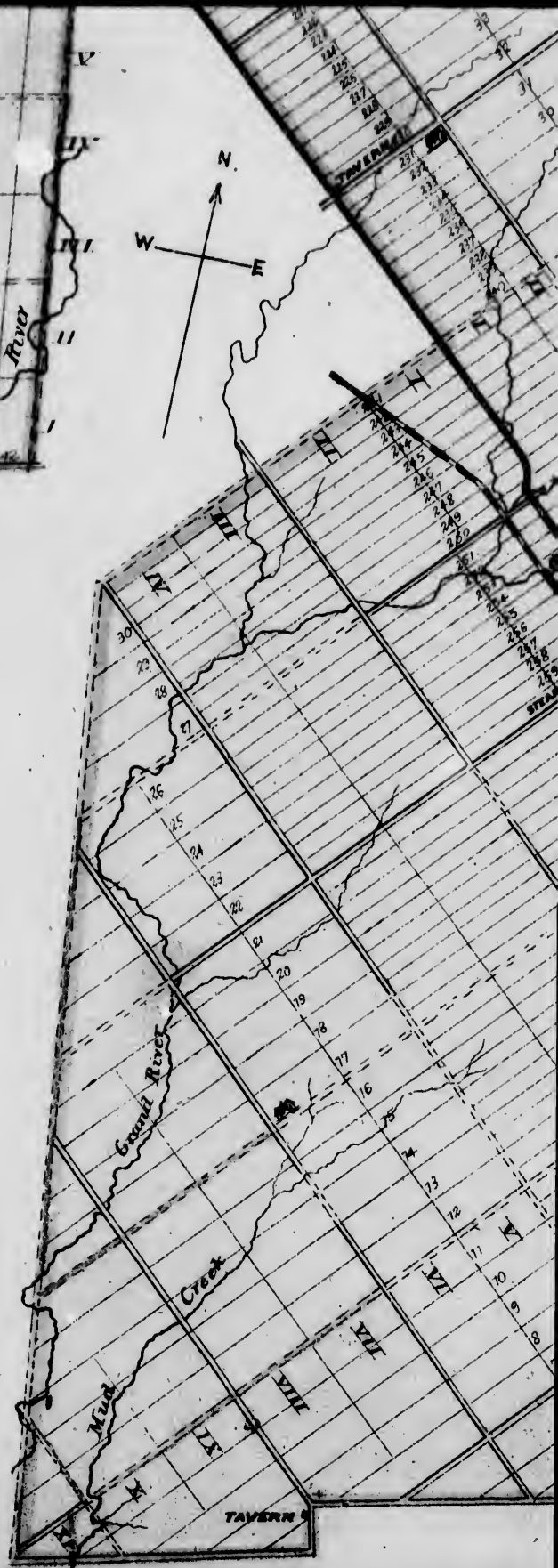


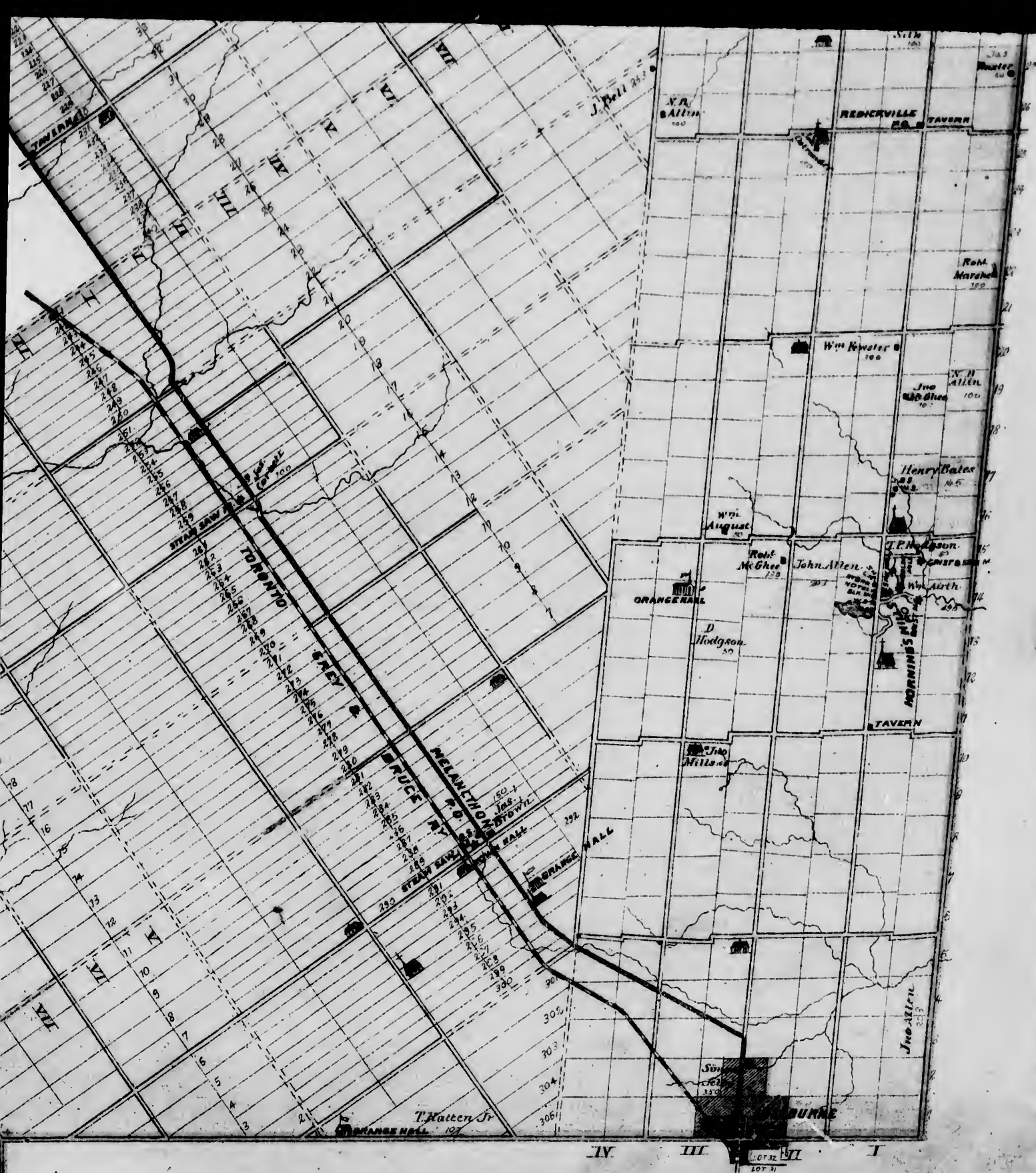
Scale

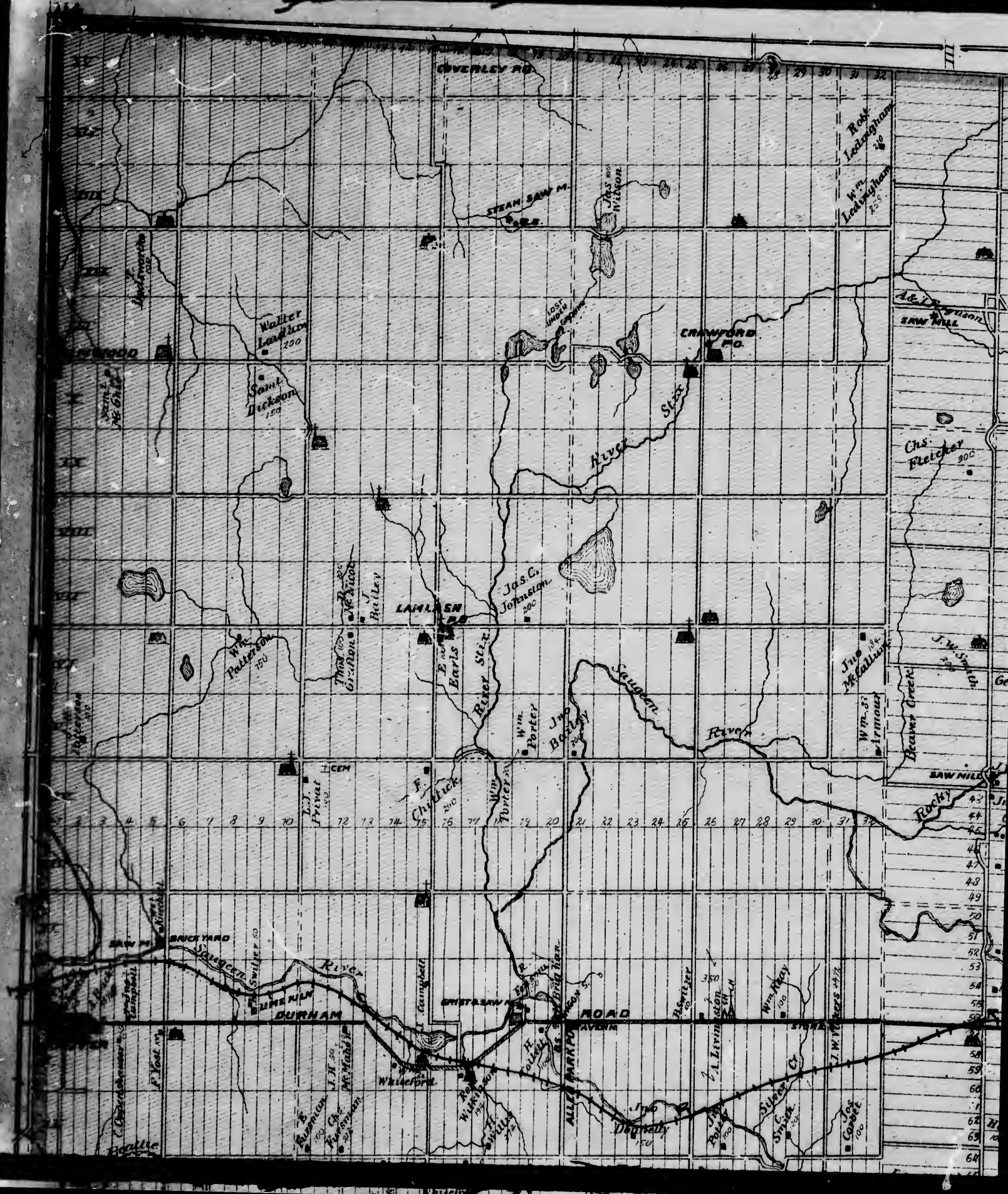


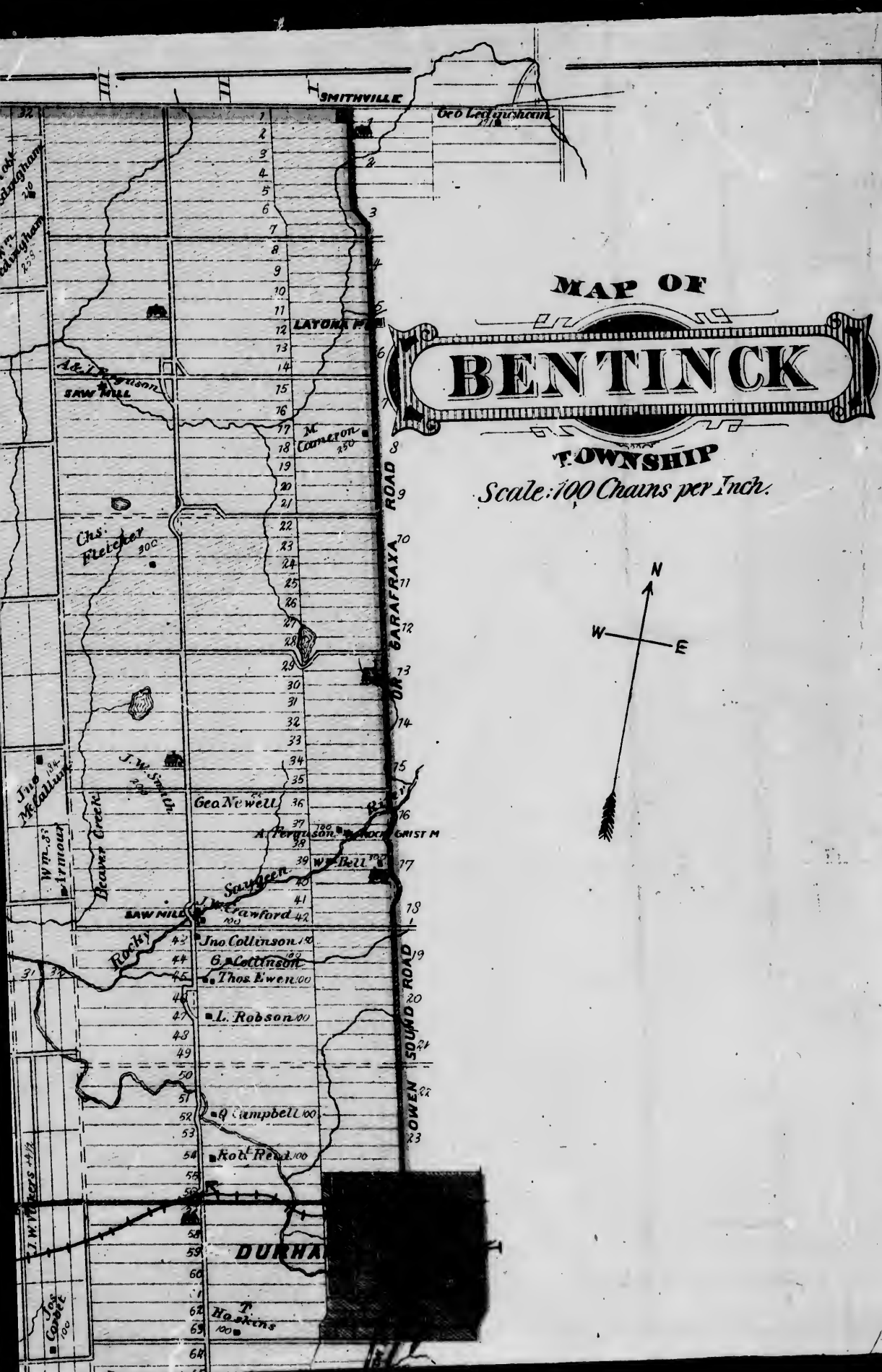
PROTON TOWNSHIP

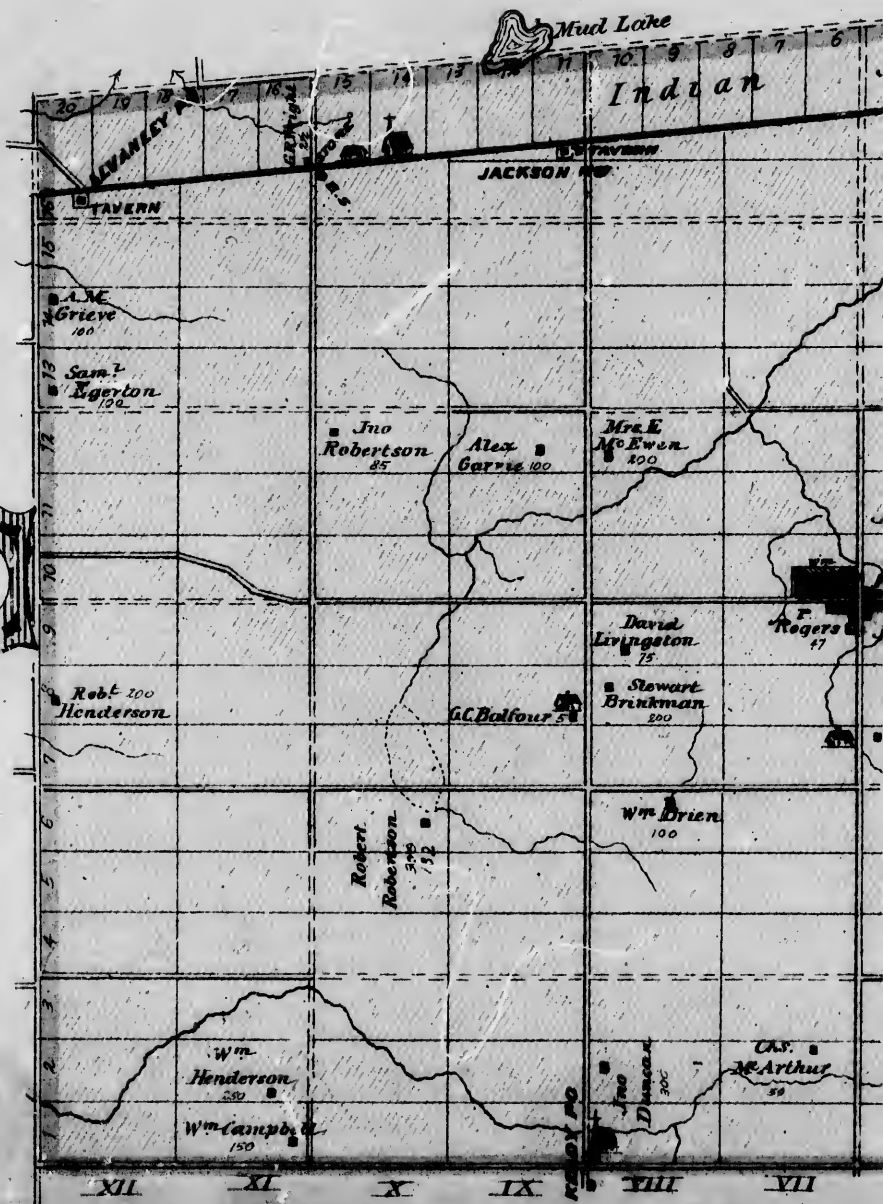
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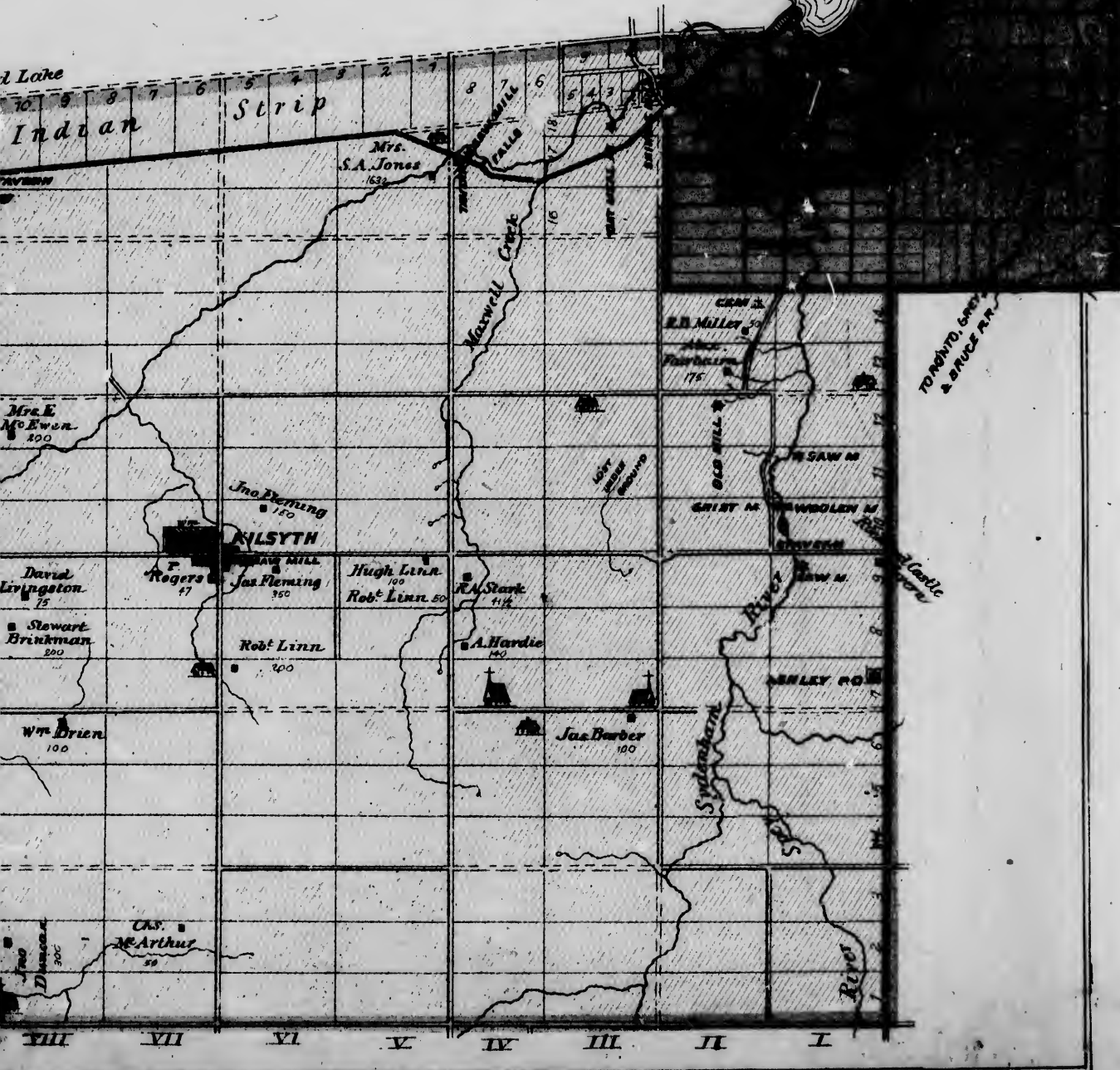












BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

TOWN OF OWEN SOUND.

Armstrong, William, Clerk of the Peace for the Co. of Grey. Born at Newmarket, Ont., 11th Feb., 1829. Settled in the county, July, 1860.

Adair, H. P. & Co., carry on a large book and stationery establishment.

Beith, Elizabeth, was the first white woman to settle in Owen Sound; the date of that event being 1841.

Barclay, W. M., prop. livery stables.

Brown, John, blacksmith.

Cowper, George C. A native of Scotland. Is of a literary turn, and was for some years connected with the Owen Sound press.

Chisholm, John, merchant. Has held various public offices, including Mayor of the town. Sat at the Council Board for 14 successive years. Has been extensively engaged in the grain and produce trade, and is one of the leading business men of the place.

Corbett, Geo., Jr., land, loan and insurance agent. Canadian by birth. Settlement in Grey Co., 1854.

Crichton, D., is publisher of the *Times* newspaper. Has been very prominent in local affairs; was elected to fill the vacancy in the North Grey representation in the Legislature caused by the unseating of Mr. Scott in 1875. Re-elected to the Fourth Parliament in 1879. Is a Conservative in politics.

Coulson, Mrs., widow of the late Geo. Coulson, whose biographical sketch can be elsewhere seen.

Douglas, James, Deputy Registrar for the Co. of Grey. Has held this office for 25 years. Born in Scotland. Settled in county, 1843.

DeLaMater, Henry, head master of the High School at Owen Sound. Born in Welland Co., Ont., 1840. Formerly held the position of head master in High School, Fonthill.

Gale, John, County Clerk. Date of birth, August 24, 1845. Was the first white child born in Owen Sound.

Gordon, Thomas, Town Clerk, also discharges the duties of Public School Inspector. Born in Sutherlandshire, Scotland. Settled in Grey Co., 1843.

Granottier, F. N., parish priest, Owen Sound.

Gray, John A., head master of the Model School at Owen Sound.

Holmes, Walter, farmer. Is an Englishman by birth. Settled in Grey Co., 1861.

Harrison, John, lumber manufacturer and prop. of saw and door factory.

Ingles, George, Clerk of the County Court. Born 26th July, 1850, in the Township of Derby, three miles from Owen Sound.

Jarvis, O. C., livery prop. Born 1842, in Middlesex Co., Came to Grey Co., 1877.

Kough, Wm., hardware merchant, importer of European and American pig and bar iron and metals. Secy. and Treas. of Owen Sound Ship Building Co. Owns 240 acres of land. Born in Shrewsbury, England. Settled in county, 1860.

Kennedy, Wm. & Sons, prop. of foundry and machine shop in Owen Sound.

Little, J. H., editor and prop. of Owen Sound *Advertiser*. Has been connected with same since 1863, at which time he was one of the original props. of the journal.

Little, F. B., commission agent. Native of County Monaghan, Ireland.

Lang, C. M., Doctor of Medicine. Born in Systonham, 4th June, 1850.

McNab, A., provincial land surveyor. Resides in Owen Sound.

Moore, Charles Hy., Deputy Sheriff. Born in New York. Settled in Grey Co., 1862.

Miller, John, Jailer. Has held this situation since 1862. Is a native of New York.

Mason, James, barrister. Has held the appointments of Master and Deputy Registrar of the Court of Chancery. Is a Canadian; born in the Township of Seymour, Northumberland, Ont. Settled in county, 1851.

Murray, David. Born in Essex, 1842.

Maughan, Joseph. Has been for many years Sheriff of the County of Grey. Born in the north of England. Settled in county in March, 1854.

McLeod, R., prop. of planing factory at Owen Sound.

Price, George, official assessor; formerly merchant. Born at Kingston, 1833. Settled in Grey Co., 1850.

Notter, Richard, ex-Mayor of Owen Sound.

Pittie, W. H., prop. of Queen's Hotel, Owen Sound. Is a native of Toronto. Settled in Grey Co., 1875.

Robinson, Templeton, school teacher. Born in Hamilton, 1850. P.O., Owen Sound.

Simpson, J. J. W., editor of the Owen Sound *Tribune* and manager of the Printing and Publishing Co. (Limited). Born at Aurora, Co. York, Ont., 1843.

Smith, Captain, Owen Sound.

Spicer, Thomas, prop. of Coulson House, Owen Sound.

Scott, Rev. A. H., M.A., minister of Knox Church.

Stephens, J. C., Custom House officer. Born at Norval, 1847. Formerly surveyor of shipping.

TOWN OF MEAFORD.

Campbell, Arthur M., meat and poultry dealer. Born in State of Maine, 1852. Settled in Grey Co., 1872.

Caswell, G. S., manufacturer and dealer in boots and shoes. Born in Lunenburg Co., 1843. Came to this county with parents the following year. Has been Councillor of St. Vincent Township two years.

Chisholm, H., general merchant and grain dealer. Native of York Co. Born 1822; came to this county in 1867.

Fuller, Peter, manager Meaford branch of Molsons' Bank. Born in England, 1826. Came to Grey Co., 1852, and opened this branch bank in 1873.

Farran, Chas. A., machinist and manufacturer of steam plates and dies. A native of New Hampshire; born 1834. Came to this county in 1866.

Grant, J. C., Chief Constable of Meaford. Has been Inspector of Weights and Measures; Town, Township, and County Councillor. Born in Scotland, 1830. Settled in Grey Co., 1857.

Geddes, James, solicitor, &c. Scotch by birth; born 1809. First located in Grey Co., 1862.

Gibbons, Louis, proprietor livery stables. Born in St. Vincent Township, 1842.

Groom, John, gentleman at law. Native of Ireland. Born in 1813. Came to Grey Co., 1855.

Harvey, W. H., general storekeeper. Born in Glasgow, Scotland, 1845. Came to Grey Co. in 1878.

Hogg, James, proprietor marble works. Born in Peel Co., 1836. Came to St. Vincent Township twelve years later, and engaged in farming till 1869, when he took up his present line of trade.

Hill, Rev. Judfrey, pastor Episcopal Church. Born in York Co., 1843. Settled in Grey Co., 1871.

Hickey, Patrick, grocer and liquor merchant. Born in Peel Co. in 1837. Located in this county, 1878.

Levy, John B., general agent. Native of New York State; born 1822. Located in Grey Co. in 1869.

Layton, D. L., Postmaster. Was many years Reeve of St. Vincent Township. Nova Scotian by nativity; born 1815. Became a pioneer in this county in 1845.

Law, Henry T., general agent. Born in County of York, 1817. Came to present location, 1872.

Law, John, manufacturer of spring bed bottoms. Born in Ontario Co., and located here in 1875.

Milligan, William, prop. of Queen's Hotel. Of Irish nativity; born 1818. Came to this Co., 1865.

Manley, H., chemist and druggist. Born in England, 1846. Came with parents to this county, 1848.

Maclean, C. R., M.D., physician and surgeon. Owns 100 acres in east half Lot 2, Con. 3, of St. Vincent. Is surgeon to the 31st Grey Battalion. Born in Kingston, 1847. Located in Grey Co., 1864.

Purdy, J. A., gentleman of leisure.

Pollard, Lieut.-Col. W. D., commander 31st Battalion Grey Infantry, barrister, &c. Of English nativity; born 1827. Located in Grey Co., 1861.

Paul, Mrs. Salome, proprietress Hotel. Native of Alsace, Germany (late France). Came to this county in 1853.

Raper, J. S., proprietor Royal Hotel. Born in York Co., 1842. Came to present location, 1874.

Sing, F. R., J.P., notary public and Custom House officer. Native of Ontario Co.; born 1825. Settled in this county in 1845. Is owner of Lots 13 and 14, Con. 3, St. Vincent, and several other lots in that township, besides land in Opey and Collingwood. Has been Reeve of St. Vincent many years, and since the incorporation of Meaford, has been most prominently identified with the municipal affairs of the town.

Sheppard, Charles, general merchant. Is a native of Ireland; born 1833. Came to this county, 1846.

Sparling, James, builder, contractor, and proprietor of saw, door, and blind factory. Was born in Ireland in 1817, and the following year came to Grey Co. with parents.

Stovel, Joseph, merchant tailor. Born in London, England, 1834. Located in this county 20 years later.

Stephen, W. W., chemist and druggist. Has resided in Grey Co. since 1867.

Stewart, James, general merchant. Is owner of west part of Lot 18, Con. 7, St. Vincent. Was Reeve of that township during six years. Offered as Reeve of Meaford one year, and as Mayor during a like period. He was born in Peterboro' Co. in 1825. Became a settler in Grey Co. in 1838.

Watson, A. H., manager of the Meaford Monitor. Is a native of Halton Co.; born 1854. Came to present location, and assumed present position in 1873.

Watt, Andrew, Bailiff, Third Division Court, Co. Grey, which office he has held since 1859. Came to this county in 1857. Born in Ireland, 1841.

Watt, Charles, proprietor foundry and agricultural implement factory. Of Irish nativity; born 1836. Came to Meaford, 1857. Has been a member of the Town Council continuously since the incorporation of that municipality.

Wilson, John S., barrister, &c. Native of Glasgow, Scotland; born 1844. Came to Meaford in 1868.

TOWN OF DURHAM.

Brown, James, merchant. Was born in Ireland in 1825. Settled here in 1847. Has held the position of Township Clerk of Glengly about 25 years.

Cochrane, John, merchant. Of Ontario nativity. Settled in Grey County in 1858.

Caldwell, W., boot and shoemaker. Born in Ireland, 1836. Located here, 1876.

Davidson, Archibald, merchant. Has been Treasurer of the town since its incorporation. Was born here in 1846. (See biography.)

Easton, T. H., carriage maker. Has resided here since 1874. Born in this Province, 1841.

Erb, Solomon, merchant.

Gan, Artina, school teacher. Born in Scotland, 1853. Came to Grey County, 1862.

Gum, James, M.D., physician and surgeon.

Godfrey, Rev. B., pastor Canada Methodist Church.

Hogan, John, proprietor British Hotel. Settled here in 1878, having been born in Ontario in 1859.

Hunter, J. H., M.P.P., merchant. Has held the offices of Reeve and Deputy Reeve for Glengly Township, and was returned to the Legislature of Ontario at general election of 1879, for the constituency of South Grey. Born in Renfrewshire, Scotland, in 1839, and came to Durham in early boyhood, and has since remained here. (See biography.)

Hughson, W. J., merchant.

Jameson, David, M.D., physician and surgeon. Has resided here sixteen years. Born in this Province, 1856.

Johnston, William, Jr., dealer in agricultural implements. Was born in Scotland, 1840. Settled in Grey County, 1869.

Johnston, John A., publisher. Born in Ontario, 1846, and has resided in Grey County since 1865.

Kilhofer, John, organ builder. Settled here, 1873. A native of Germany; born 1825.

Kierman, Thomas, M.D., physician and surgeon.

Lambough, W. R., P.L.S. Born in Canada, 1822. Settled in Grey County, 1856.

McAllister, W. E., proprietor International Hotel. Of Canadian nativity; born 1839. Resided in Grey County since 1878.

Mackenzie, A. C., general merchant. Is Secretary of the Georgian Bay and Wellington R. R. Company. Settled here in 1855, and has been a member of the Town Council.

McIntosh, H. J., proprietor International Hotel and stage lines. Agent of the express companies at this point. Located here, 1857. Has occupied a seat at the Town Council Board, and the Mayor's chair.

MacRae, F., real estate agent, &c. Owns 1,500 acres of land in Grey, Bruce, Wellington and Huron Counties. Has held the offices of Treasurer, Councillor, and Reeve at different periods. Born in Invernessshire, Scotland, and located in this county in 1853. Is present Farmer of Grey. (See biography.)

Mowat, J. F., merchant.

Mackay, Hugh, auctioneer. Born in Scotland. Settled here, 1831.

Robson, A. A., livery keeper, &c., of Canadian nativity, born 1840. Came to Durham in 1861.

Shewell, J. S., cabinet and furniture manufacturer.

Townsend, J., editor and proprietor of Grey *Review*.

Warner, G. A., architect and builder. Of American birth. Settled here in 1865; born 1853.

VILLAGE OF SHELBURNE.

Belfry, Ira, chemist and druggist. Is of Canadian nativity, and settled in this county in 1873. Has occupied a seat in the Council.

Coleman, George, chemist and druggist. Came to this county in 1873. Is of Canadian birth.

Greenwood, T. & R. H., mill owners and operators. Have been in this county since 1877, and are Canadian born.

Jelly, William, M.P.P. Was born in Canada, 1835, and settled in Shelburne in 1862. Has been Reeve of the village since its incorporation, and at last general election was returned on the Conservative ticket to a seat in the Ontario Legislature for Dufferin. (See biographical sketch.)

Jennings, Thomas, is of Irish nativity; born 1839. Settled in this county, 1862. Keeps a hotel.

Jeffrey, R. W., manufacturer. Has resided here since 1877. Born in this country in 1838.

Knapp, William A., conducts a livery business. Is a native Canadian; born 1858. Settled in this county, 1876.

Mortimer, R. L. Was born in Mulmur Township in 1852. Is now engaged in the profession of school teaching in Shelburne.

Norton, Thomas, M.D., physician and surgeon. Is a son of the County of Grey. Born in Montreal, 1851. Settled in Grey County, 1865.

Robsten, Henry J., M.D., physician and surgeon. Came to this county in 1877. Native Canadian; born 1819.

ARTEMESIA TOWNSHIP.

Akitt, M., prop. of saw-mill at Eugenia, where he resides. Is owner of 65 acres in the township, also some village lots. Born in England, 1825. Settled in county, 1861.

Beecroft, James, farmer. Owns 100 acres, being Lots 148, 149 and 150, Con. 3 E. Was born in England, 1832. Came to county in 1864. P. O., Flesherston.

Beattie, A. & F., farmers. They own 250 acres, being Lots 129, 130 and 131, Con. 1 W. and Lots 128 and 129, Con. 1 E. Settled in Grey County, 1855. Born in Canada. P. O., Flesherston.

Buchanan, William, farmer. Resides on Lot 21, Con. 10, of which he owns 162 acres. Came to the county in 1850 from Ireland, where he was born in 1824. P. O., Vandeleur.

Blyth, G. J., editor of the *Maikdale Express*, was born in Toronto in 1846, but has conducted the journal named for some time past.

Brodie, James, farmer. Is owner of south part of Lot 21, Con. 11, 50 acres. Was born in Canada, 1858. Settled in the county in 1869. P. O., Vandeleur.

Boland, Thomas, farmer. Owns Lot 16, Con. 12, 100 acres. Came to the county in 1853. Born in Canada, 1844. P. O., Vandeleur.

Boland, John, farmer. He owns 183 acres of land and lives on Lot 15, Con. 12. Was born in Canada, 1852, and came to Grey County in 1853.

Bowler, William, Jr., farmer and brick maker, on Lot 108, Con. 2 E., of which he owns 50 acres. Born in England. Settled in the county, 1849. P. O., Markdale.

Christor, M. T., M.D. Resides in Flesherston. Owns 233 acres of land in the township. Has held the office of Township Reeve several years. Born in England, 1824. Settled in Grey County, 1867. Is one of the most influential men in the County of Grey in all municipal matters.

Campbell, J. & N., manufacturers of woollen goods at Flesherston. Born in Canada. Settled in Grey County, 1863.

Cunningham, Samuel, farmer. Owns 160 acres of land, being Lots 133 and 134, Con. 1 W. Born in Ireland, 1836. Settled in Grey County, 1870. P. O., Flesherston.

Campbell, Richard, retired farmer. Owns 50 acres of land, being Lot 160, Con. 1 E. Was at one time a school teacher, and has held the office of Township Clerk. Born in Londonderry, Ireland, 1805, and settled in Grey County, 1850. P. O., Flesherston.

Dumblie, Solomon, prop. of tannery in Flesherston, also manufactures flour, barrels, staves and shingles. Born in Welland County, 1836; came to Grey County, 1870. Is secretary and treasurer of County Agricultural Society.

Doll, W. F., dealer in jewellery. Born at Stuttgart, Germany, 1859; settled in Grey County, 1877. P. O. and residence, Flesherston.

Dunwoody, George, owns and farms Lots 143 and 144, Con. 1 W., 200 acres. Was born in Ireland, 1844; settled in the County of Grey, 1849. P. O., Flesherston.

Down, Alfred, farmer. Owns Lots 78, 79 on Con. 3 N. D. E., and Lot 35, Con. 5, 200 acres. Born in England, 1821; settled in Grey County, 1868. P. O., Flesherston.

Elliott, A., farmer and Deputy Reeve. Owns Lot 11, Con. 14, 114 acres. Born in Canada, 1810; settled in Grey County, 1856. P. O., Markdale.

Elliott, Thos., and Elliott, Thos., Jr., farmers. Own Lots 99, 100, 101 and 102, Con. 7 E. Settled in Grey County, 1856. P. O., Markdale.

Ford, John, farmer. Is a Canadian; born 1836. Settled in Grey County, 1865. Owns 100 acres of land, being Lots 117 and 118, Con. 2 E. P. O., Markdale.

Gilliland, T. B., farmer and surveyor. Owns 100 acres in Township of Artemesia; also Lot 18, Village of Eugenia, where he resides.

Henderson, J. W., Township Clerk, real estate agent, conveyancer, &c., Flesherston. Is a Canadian; born 1843. Settled in Grey County, 1855.

Heard, John H., manufacturer of waggon, carriages, &c., Flesherston. Owns 74 acres of land in Township of Artemesia. Born in England, 1829; settled in Grey County, 1850.

Hogg, W., general storekeeper and prop. of saw mill, Flesherston Station; also owns Lots 143, 144 and 145, Con. 3, and Lots 22 and 23, Con. 8; in all, 456 acres. Born at York Mills, Ont., 1828; settled in Grey County, 1878. P. O., Flesherston Station.

Hosper, H. & H., prop. of saw and door manufactory and planing mills, Flesherston. Born in Canada; settled in Grey County, 1850.

Holman, Peter, farmer. Owns Lot 34, Con. 5, 100 acres. Is an Englishman; born 1835. Settled in County of Grey, 1869. P. O., Flesherston.

Hill, William, farmer. Owns 150 acres of land, being Lots 125, 126, 127, Con. 3 E. Was born in England, 1833; came to Grey County, 1859. P. O. address, Markdale.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Figgen, William, farmer. P.O. address, Thornbury. Owns 200 acres in Lot 25, Con. 9, of \$12,000 value. Born in Canada, 1838. Came to Grey Co., 1868.

Foster, Thos. H., manufacturer of and dealer in wooden goods. Thornbury. Born in Lanark Co., Ont., 1831. Came to present location, 1874.

Forewell, Jerome, publisher of the Union Standard, Thornbury. Owns village property to the value of \$2,000. Has formerly been engaged in the teaching profession. Born in Oshawa, Ont., 1843. Settled in Grey Co., 1865.

Gilson, Thomas, butcher. Thornbury. Owns 100 acres in the 10th Concession of Collingwood. Born in England, 1843. Came to this county, 1860.

Grier, Andrew, J. P., Public School Inspector for East Grey; conveyancer, commissioner, &c., Thornbury. Native of Ireland; born 1825. Has resided in Grey Co. since 1847. Owns Lot 31, Con. 8, and other lots in Ephraïm and St. Vincent.

Grierson, John, farmer. P.O. address, Ravenna. Born in Scotland, 1830. Became a settler in Grey Co., 1868. Is owner of 100 acres in Lot 12, Con. 9, worth \$10,000.

Hansen, Francis, hotel propr., Clarksburg. Of Canadian birth; born 1849. Resided in Grey Co. since 1868.

Hurd, Stephen, merchant, Ravenna. Owns real estate there valued at \$2,000. Born in Canada, 1839. Settled in this county, 1852. Is Postmaster.

Holdship, William, farmer. Clarksburg P.O. Owns 150 acres in Lots 35, Con. 12, of \$10,000 value. Born in Ireland, 1835, and came to this county ten years later.

Hewell, Wm. J. P., Heathcote P.O. Owns Lot 17, Con. 12, 200 acres, worth \$12,000. Has been a member of the T.P. Council many years. Born in England, 1821, and came to Grey Co. with his parents in 1842.

Hewish, Wm. C., merchant, Heathcote. Owns 380 acres of land, including Lot 23, Con. 12; value of property, \$30,000. Native of England; born 1830. First came to Grey Co., 1858.

Hurlbut, Geo. W., M.D., physician and surgeon, and proprietor of drug store, Thornbury. Born in Canada, 1837. Came to this county, 1860.

Hamilton, J. H., carriage manufacturer, &c., Thornbury. Born in Frontenac Co., 1841. Came with parents to this county six years later.

Hunt, Robert H., M.D., physician and surgeon, Clarksburg. Born in Ireland, 1815. Located in Grey Co., 1868. Owns Lot 8, Con. 11, Collingwood, 240 acres.

Hartman, C. W., chemist and druggist, Clarksburg. Native of York Co., born 1856. Settled in Clarksburg, 1878.

Hunter, Walter, Postmaster of Clarksburg. Is Township Treasurer of Collingwood. Born in Scotland, 1838. Has resided here since 1858.

Hutton, George, retired farmer, Thornbury. Owns 200 acres of land in Collingwood and Ephraïm. Native of Yorkshire, England; born 1810. Became a settler in Grey Co., 1848.

Johnston, William, merchant and dealer in agricultural implements, Clarksburg. Born in Prince Edward County, 1848. Settled with parents in Grey Co. in 1852.

Longhead, James, farmer. Clarksburg P.O. Owns 75 acres in Lot 21, Con. 10, valued at \$8,000. Native of Canada; born 1834. Came to this county, 1849.

Lanan, J. W., farmer, Banks P.O. Native of Lower Canada; born 1835. His father became the second white settler in Collingwood, in 1812. Now owns 300 acres, valued at \$15,000, and including Lot 18, Con. 6.

Lawson, Alfred, farmer. Owns and occupies 100 acres in Lot 10, Con. 5, worth \$8,000. An Englishman by nationality; born 1830. Settled in Grey Co., 1874.

Lehigh, Hiram, carpenter, Thornbury. Born in Ohio, 1847. Came with parents to Grey County three years later. Owns land valued at \$2,500, in Lot 37, Con. 11.

Lyne, Edward, shoemaker, &c., Thornbury. Born in York County, 1840. Settled in this county, 1865. Owns a village residence of \$700 value.

Lyne, Henry, general merchant, Clarksburg. Native of York County, 1837. Came to Grey, 1860.

McKenzie Bros., manufacturers and dealers in agricultural implements, Clarksburg. Mr. J. M. McKenzie was born in Hutton County, 1853; his brother G. M. in 1855. Came to this county together in 1877.

Mitchell, Alexander, farmer. Clarksburg P.O. Has held the office of Bailiff, 4th Division Court, during past 20 years. Was Reeve of Collingwood in 1865. Owns 440 acres, including Lot 30, Con. 12, and land in St. Vincent. Of Scotch birth; born 1818. Settled in this county, 1848.

Moore, L. M., M.D., physician and surgeon, Thornbury. Has been a Coroner since 1874. Born in Nova Scotia, 1811. Settled in Grey Co., 1848. Located here in 1872.

Mitnell, Robert C., merchant tailor, Thornbury. Born in this township, 1850.

Muller, John U., hotel proprietor, Clarksburg. Owns property here valued at \$4,000. Born in Ireland, 1835. Came to Grey County, 1870.

McFayden, Duncan, farmer, Banks P.O. Owns 50 acres in Lot 18, Con. 4, worth \$5,000. Born in Canada, 1834. Settled here, 1860.

Moore, Benjamin, farmer, Heathcote. Native of Canada; born 1837. Settled in Grey County, 1861. Owns 200 acres in Lot 28, Con. 12, worth \$14,000.

Patterson, George, farmer. P.O. address, Thornbury. Is owner of 160 acres in Lot 25, Con. 8, of the value of \$7,500. Born in Ireland, 1814, and became a settler in Grey County, 1875.

Rorke, George, farmer, Heathcote P.O. Is owner of 350 acres, worth \$17,000, and including Lot 18, Con. 9, Born in Canada, 1829. Came to Grey Co., 1847.

Rorke, William H., farmer, Heathcote P.O. Born in Canada, 1843. Came here with parents, 1845. Owns 100 acres in Lot 14, Con. 11, and

Rorke, Edward, conveyancer, insurance and loan agent, Thornbury. Was born in Simcoe County, 1845, and came with parents to Grey County in 1848. Has been T.P. Clerk of Collingwood since 1870.

Rorke, Joseph, notary public, land and general agent, Clarksburg. Is a native of Simcoe County; born 1832. Came to Grey County, 1848. Holds a commission as Captain in the 31st Regiment. Is the present Reeve of the township, and was Warden of Grey in 1876. Owns 515 acres of land, including Lots 2 and 6, Con. 11, S. 3, Lot 25, Con. 12, and considerable village property; the whole of \$11,000 value.

Reekie, George, farmer. P.O. address, Thornbury. Born in Scotland, 1821. Settled in Grey County, 1848. Owns property valued at \$4,000, being 100 acres in Lot 26, Con. 7. Has held the office of School Inspector with credit and satisfaction.

Redwell, Henry, wagon and carriage manufacturer, Thornbury. Native of England; born 1819. Came here in 1874. Owns village property worth \$6,000.

Rutherford, James, manufacturer of and dealer in boots and shoes, Thornbury. Of Irish nativity; born 1819. Settled in present location, 1868.

Smith, William, farmer. Owns and occupies Lot 24, Con. 7, 100 acres, worth \$5,000. Born in England, 1842. Became a settler in Grey County, 1868.

Shore, Andrew, J. P., farmer, Thornbury. P.O. Native of Peel County; born 1821. Settled in this county, 1851. Owns 270 acres, being the whole of Lot 20, Con. 8, and a part of same lot, Con. 7; property worth \$16,000. He has been a prominent member of the T.P. Council.

Spaul, Austin, farmer. Born in England, 1845. Came to Grey County, 1864. Owns S. 3, Lot 22, Con. 10, embracing 100 acres, and valued at \$7,000. Clarksburg P.O.

Shaw, Thomas, farmer. P.O. address, Banks. Native of this township, where he was born in 1822. Is owner of the S. 3, Lot 20, Con. 4, 100 acres, worth \$3,000.

Stonchison, P. A. J., manufacturers of and dealers in woollen goods, Thornbury. The senior member of the firm own 300 acres in Lots 5 and 19, Con. 8. He was born in Ontario County, N.Y.; his brother in same county, ten years later. They settled in Grey County, 1860.

Thackston, John, farmer, Heathcote P.O. Is owner of S. 3, Lot 25, Con. 11, comprising 160 acres, of \$5,000 value. Native of Yorkshire, England; born 1815. Settled in this county, 1853.

Thompson, Andrew, farmer. P.O. address, Thornbury. Owns and occupies 100 acres in Lot 24, Con. 8, worth \$6,000. Born in Scotland, 1839. Came to Grey County, 1866.

Tyson, W. L. B., proprietors "Deaver Valley Flouring Mills," Clarksburg. Own 95 acres in Lot 31, Con. 10. Mr. W. L. Tyson was born in York County, 1845; Mr. J. H. Tyson three years later, in same township. King. Former came to this county in 1859, and became a settler in 1875.

Tye, Charles, merchant tailor, Clarksburg. Born in London, England, 1851. Located in Grey Co., 1865.

Weir, Hugh, miller and farmer, Ravenna P.O. Of Scotch nativity; born 1835. Came to County of Grey with parents in 1848. Owns 100 acres of Lot 16, Con. 8, of \$5,000 value.

Wallace, James, farmer, Canadian by birth; born 1831, and settled in this county, 1862. Is present owner of 175 acres, located in Lot 17, Con. 8, and worth \$10,000. P.O. address, Ravenna.

Wright, Richard, farmer, Native of this county; born 1818. He served as a member of T.P. Council. Owns and occupies 50 acres in Lot 21, Con. 12, worth \$3,000. Heathcote P.O.

Walter, H. L., farmer. Owns and occupies Lot 15, Con. 6, 200 acres, of \$20,000 value. Born in England, 1830. Became a settler in Grey County in 1849. Has occupied a place in the Municipal Council. P.O. address, Ravenna.

Wright, Robert, farmer, Heathcote P.O. Owns S. 3, Lot 21, Con. 12, where he was born in 1850.

Webb, Samson, J. P., gentleman, Thornbury. Born in England, 1847. Came to this county, 1849.

Weir, Vanantune T., general merchant, Thornbury and Meaford. Born in England, 1832. Settled in this county, and commenced business in Meaford, 1873. Extended business to Thornbury in 1878.

Young, John, dealer in stores, tinware, &c., Thornbury. Born in Ireland, 1835. Came to Grey County, 1864.

DERBY TOWNSHIP.

Buen, William, farmer. Living on the East 1/2 Lot 6, Con. 8. Owns 100 acres; value \$4,000. Born in Ireland, 1811. Came to Grey Co., 1858. Has held the office of Deputy Reeve. P.O., Kilsyth.

Beaton, William, Township Clerk. Kilsyth P.O. Is owner of 41 acres of Lot 10, Con. 7. Worth \$2,500. Was born in Canada, 1836, and settled in the county in 1852.

Barber, James, farmer on Lot 6, Con. 3, owning the S. 3, 100 acres; valued at \$5,000. Born in Co. Owen, Ireland, 1817. Settled here in 1842. P.O., Cayn Sound.

Balfour, G. C., tailor, residing on Lot 8, Con. 9, of which he owns 5 acres. Was born in Ireland, 1823. Settled in the county, 1857. P.O., Kilsyth.

Brinkman, Stewart, farmer. Owns Lot 8, Con. 8, 200 acres. Was born in Canada, and settled here in 1872. P.O., Kilsyth.

Campbell, William, farmer, residing on Lot 1, Con. 11. Owns 150 acres. Born in Ireland, 1828. Settled in Grey Co., 1835. P.O., Keady.

Currie, Rev. Hugh, Presbyterian minister. Keady P.O. Born in Ontario, 1838. Came to county, 1877.

Duncan, John, farmer. Owns 200 acres, Lots 1 and 2, Con. 8; valued at \$12,000. Born in Scotland, 1821. Came to Grey Co., 1867. P.O., Keady.

Egerton, Samuel, farmer, residing on Lot 13, Con. 12, of which he owns 100 acres; worth \$3,000. Born in 1820. Settled here in 1878. P.O., Kilsyth.

Feuton, M., carriage maker. Carries on business in Kilsyth Village. Born in Ireland, 1837. Came to county, 1871. Was Lieutenant in the Militia.

Fairbairn, Alexander, retired farmer. He owns 175 acres of Lot 2, Con. 2; value, \$4,500. Was born in Scotland, 1808. Settled here in 1851. P.O., Owen Sound.

Fleming, James, Postmaster of Kilsyth, also farmer. He owns 350 acres in the township. Born in Scotland, 1830. Settled in county, 1848.

Fleming, John, farmer. Resides on and owns Lot 11, Con. 10, Derby Tp., 150 acres; also has land in Keppel Tp. The value of his land is estimated at \$9,000. Was born in Scotland, 1830, and settled in county, 1849. P.O., Kilsyth.

Foster, Arthur, boot and shoemaker, residing on Lot 1, Con. 1. Born in England, 1856. Settled here in 1878. P.O., Keady.

Graham, A. C., M.B., residing in Kilsyth Village. He was born at Fort Erie in 1841, and settled in Grey Co., 1879. P.O., Kilsyth.

Garvie, Alexander, farmer. Owns 100 acres of Lot 13, Con. 9. Came to county from Scotland in 1852. Born 1842. P.O., Kilsyth.

Grieve, A. M., farmer, on Lot 14, Con. 12, of which he owns the west half, 100 acres. Was born in Scotland in 1851. Came to Grey Co. in 1875. P.O., Alceby.

Harvie, Andrew, farmer. He owns 110 acres of Lots 7 and 8, Con. 4; valued at \$7,000. Settled in county, 1849. Born in Scotland, 1817. He has been 17 years Constable. P.O., Kilsyth.

Hunt, J. McKenzie, blacksmith, carriage and wagon maker on Sixth Street, Kilsyth Village. Owns village lot worth \$1,400. Was born in Wentworth Co., 1855, and has lived in Grey Co. since 1856.

Henderson, Robert, farmer, on Lot 8, Con. 12, 200 acres. Was born in Canada, 1829. Settled here in 1855. Has resided in Clarksburg, P.O., Tara.

Henderson, Wm. farmer. Owns 250 acres, Lot 2, Con. 11. Came from Scotland, where he was born in 1821. Settled in county in 1855. P.O., Keady.

Hamilton, Alexander, blacksmith, Keady. Was born in Pickering, 1859; has lived in Grey Co. since 1861.

Jones, Mrs. S. A., carries on farming on Lot 17, Con. 8, and owns 1632 acres in the township. Came from Ireland, settling in Grey Co., 1855. Born in 1839. P.O., Owen Sound.

Linn, Robert, farmer and Township Reeve. Is propr. of 200 acres, situated on the T.P. Council. P.O., Kilsyth.

Linn, Hiram, farmer, residing on Lot 9, Con. 5, and owning 100 acres; value, \$5,000. Born at Beverley in 1841. Settled here, 1849. P.O., Kilsyth.

Livingston, David, farmer. Owns 75 acres of Lot 8, Con. 8. Was born in the United States in 1853; has lived in county since 1860. P.O., Kilsyth.

Miller, R. B., farmer and gardener, on Lot 34, Con. 2, of which he owns 50 acres; valued at \$3,500. Born in Toronto Township, 1836. Settled here in 1855. Was President of the Agricultural Society for some time, and had a seat in the Council. P.O., Owen Sound.

McArthur, Charles, farmer, on Lot 2, Con. 7, 50 acres. Was born in Scotland, 1845, and has lived in county since 1851. P.O., Keady.

McEwen, Elizabeth, farms 200 acres, being Lot 12, Con. 8. Was born in Canada, and settled in the county, 1851. P.O., Kilsyth.

Rogers, Peter, farmer and hotel-keeper, Kilsyth P.O. He owns 17 acres of Lot 9, Con. 7; worth \$1,000. Born in Albion Township, Peel Co., 1839. Settled here in 1878.

Robertson, Robert, merchant in Kilsyth Village, and for some time assistant Postmaster. He owns 132 acres, being Lots 5 and 6, Con. 10, worth \$4,500. Born in Scotland, 1838. Came to county in 1852.

Robertson, John, farmer, on Lot 12, Con. 10, 85 acres, worth \$8,000. Came to county in 1852 from Scotland, where he was born in 1840. Is a member of the present Council. Jackson P.O.

Stark, Robert A., farmer. Owns 11 1/2 acres, part of Lot 9, Con. 4, worth \$3,000. Born in Toronto in 1845. Settled here in 1869. He has held the position of Reeve of the township. P.O., Kilsyth.

Wright, G. R., merchant, Jackson P.O. He owns 21 acres where he resides, and carries on a store. Born in Canada, 1848. Settled in the county in 1862. Was Postmaster for some time.

EGREMENT TOWNSHIP.

Allan, David, school teacher, Holstein. Came to county in 1850. Born in Scotland in 1842.

Adams, Robert, retired farmer. He owns 3 acres of Lot 3, Con. 12. Was born in Scotland in 1819, and settled in Grey County, 1856. P.O., Holstein.

Allan, John, farmer and general stock raiser, on Lot 1, Con. 20, 100 acres. Came from Scotland, where he was born, 1807, settling here in 1859. P.O., Murdoch.

Bunston, Joseph, general merchant, Postmaster, and farmer. Yeovil P.O. Owner of 240 acres, being Lot 11, Con. 13. Came to county in 1863. Was born in England, 1825.

Boss, John, merchant, Mount Forest. Born in Germany, 1833. Came to this place, 1860.

Bye, Robert, farmer and general stock raiser. Owns 200 acres, being Lots 9 and 10, Con. 11. He was four years a Constable. P.O., Mount Forest.

Bader, John, farmer and general stock raiser. Owner of 150 acres, Lot 14, Con. 15. Was born in Scotland, 1823. Settled in county, 1858. P.O., Yeovil.

Bell, Robert, school teacher, Drumore. Born in Ireland, 1833. Settled here in 1854. He owns 100 acres, Lot 15, Con. 20.

Currie, Dugald, farmer and general stock raiser, owning 200 acres Lot 12, Con. 6. Born in Scotland 1831, and settled in Grey County, 1852. P.O., Mt. Forest.

Campbell, John, farmer and general stock raiser. Owns 200 acres, being Lots 22 and 23, Con. 6. Came from Scotland, where he was born in 1826. Settled here, 1852. P.O., Mount Forest.

Cameron, David, blacksmith, &c., Holstein. He owns one acre of Lot 25, Con. 1. Has lived in county since 1852. Born in Canada, 1848.

Cameron, William, farmer and breeder of fine Durham cattle. Owns 260 acres, being Lot 25, Con. 1, Lot 51, Con. 2, and Lots 2 and 3 of Con. 22. Is a native of Ireland; born 1827; settling in county, 1854. P.O., Egremont.

Cameron, E. P., of Mount Forest. Is of Canadian birth; born 1819. Settled in Mount Forest, 1867, where he keeps livery and boarding stables.

Coleridge, Mary J., ex-school teacher, residing on Lot 18, Con. 19. P.O., Drumore. Was born in the township, 1860.

Davidson, Alexander, farmer and general stock raiser. Owns 104 acres, Lot 64, Con. 3. Settled here in 1863. Came from Scotland. P.O., Mount Forest.

Dawson, Joseph, farmer and general stock raiser. Owns 150 acres, Lot 23, Con. 1. Was born in the county, 1847, and has lived here since. Is at present a member of the Township Council. P.O., Egremont.

Dickson, Peter, general merchant, and Postmaster, Holstein. Was born in Scotland, 1818, and settled here in 1873. Owns 158 acres, being Lot 28, Con. 10, Albionville Township, Bruce County, Ont.

Dodds, James, grist, saw, and carding mills owner, situated on Lot 16, Con. 1. Was born in England, 1823, and settled in county, 1856. P.O., Orchard.

Dillon, William J., farmer and general stock raiser. Owns 150 acres, Lots 15, Con. 9 and 10. Was born in Ireland, 1840, settling in Grey Co., 1861. P.O., Mount Forest.

Gables, James, farmer and general stock raiser. Owner of 110 acres, Lot A, Con. 16 and 17. Came to county, 1855. Born in Scotland, 1831. Was Collector for the township, and a member of the Council. P.O., Holstein.

Gray, George, farmer and general stock raiser. He owns 112 acres, Lots 25 and 29, Con. 1. Born in England, 1826, and settled in the county, 1871. P.O., Egremont.

Houston, James, farmer and general stock raiser. Owns 100 acres, Lot 12, Con. 12. Born in Scotland, 1823. Settled here, 1854. P.O., Yeovil.

Hamilton, John, farmer and general stock raiser. Is owner of 183 acres, Lot 3, Con. 11. Came to the county in 1851 from Scotland; born 1819. P.O., Holstein.

Henderson, Edward, farmer and general stock raiser, on Lot 12, Cons. 15 and 16, 200 acres. Was born in Hutton County, 1838, and settled in Grey County, 1851. P.O., Yeovil.

Henderson, Alexander, farmer and stock raiser. Owns 200 acres, Lot 13, Con. 15 and 16. Settled in county, 1853. Was born in Hutton Co., 1836. P.O., Yeovil.

Horne, Robert, farmer and weaver, resides in Mount Forest. He owns 5 acres of Lot 33, Con. 3, in the township. Was born in Scotland, 1811, and settled in Grey Co., 1852.

Henderson, George, land, loan, and insurance agent, Arthur, Wellington Co. Born in England, 1849. Came to present location, 1862.

Hes, David, farmer and general stock raiser. Settled in county, 1837. Is owner of 300 acres, being Lots 19, 20 and 21, Con. 9. Born in England, 1833. P.O., Mount Forest.

Jones, William A., school teacher. Yeovil P.O. Settled in county, 1878. Born in England, 1841.

Irvine, George, school teacher. Yeovil P.O. Came here in 1875. Born in Hutton Co., 1857.

Johnston, William, farmer and stock raiser, on Lot A, Con. 1, 54 acres. Was born in township, 1853. P.O., Mount Forest.

Kelly, Peter B., farmer and general stock raiser. He owns 200 acres, Lot 7, Con. 9. Born in Canada, 1831. Settled in county, 1872. P.O., Mt. Forest.

Keith, Daniel, carriage and wagon maker, &c., Holstein. Was born in England, 1841. Settled here in 1865.

Kennedy, Robert, railroad contractor, Mount Forest. He owns 150 acres in the township, Lots 23 and 24, Con. 4. Born in Scotland, 1846, and settled in county, 1860.

Kennedy, William, farmer and stock raiser, Holstein. Owner of 100 acres, Lot 6, Con. 11. Born in Scotland in 1817. Came to county, 1853.

Kennedy, J. A., farmer, stock raiser and stone mason. He owns Lot 4, Con. 11, 200 acres. Came to Grey County in 1854. Born in Scotland, 1847. P.O., Holstein.

Kerlaw, T. E., farmer and general stock raiser. Owns 150 acres, being Lots A and 1, Con. 11. Born in Canada, 1852. Settled in county, 1868. Is President of the Reform Association. P.O., Holstein.

Kay, Alexander, farmer and stock raiser. Lot 9, Con. 10, of the value of 100 acres. Born in Scotland, 1830. Settled in county, 1855. P.O., Yeovil.

Keith, Thomas, farmer and stock raiser. He owns 200 acres, being Lots 4 and 5, Con. 15. Came from England, settling in county, 1853. Has been a member of the Township Council. P.O., Holstein.

Lawson, W. L., farmer. Owner of Lot 6, Con. 21, 100 acres. Has been in the Council several years, and at present is Deputy Reeve of the Township Council. Was born in Ireland, 1846. Came to county, 1860. P.O., Vaux.

Leigh, Thomas, farmer and general stock raiser. Lot 16, Con. 20, 100 acres. Born in Scotland, 1828. Settled here, 1869. P.O., Drumore.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Murdoch, James, farmer, P.O., Yeovil. Owner of Lot 13, Con. 12, 100 acres, value \$3,000. Was Warden of the county for some time; at present is Reeve of the township, and a Justice of the Peace. Came from Aberdeenshire, Scotland, where he was born, 1832. Settled in county, 1857.

Mark, James, farmer and stock-raiser. Owns Lot 1, Con. 13, 100 acres. Born in Scotland, 1817. Settled in county, 1860. P.O., Holstein.

Mitch, Alexander, farmer and stock-raiser. Owner of 200 acres, Lot 1, Con. 11. Came here in 1836. Born in Scotland, 1823. P.O., Yeovil.

Martin Henry, blacksmith, Yeovil. Was born in Kent County, England, 1812. Came to county, 1857.

Matthews, James, farmer and stock-raiser. He owns 135 acres, Lot 1, Con. 19. Came from Ireland, where he was born, 1838, settling in Grey County, 1863.

McIntyre, Alexander, farmer and stock-raiser, owning 200 acres, Lot 9, Con. 4. He was in the Council two years. Settled in county, 1851. Born in Scotland, 1823. P.O., Mount Forest.

McIntyre, Nivell, farmer and stock-raiser. Owner of Lots 5 and 9, Con. 4, 150 acres. Has been Reeve for four years, and Deputy Reeve and collector for the township. Was born in Scotland, 1818. Came here in 1849. P.O., Mount Forest.

McArthur, Neil, farmer and general stock-raiser. Owns 120 acres, Lot 13, Con. 11. Was in the Township Council four years, and was Reeve of the county in 1854 from Scotland. Born 1827. P.O., Yeovil.

McCluck, Dugald, farmer and stock-raiser. Lot 21, Con. 24, 100 acres. Has been in the Township Council five years, and held the office of Deputy Reeve. Born in Scotland, 1817. Settled here in 1851. P.O., Preville.

McLarty, Charles, farmer and stock-raiser. Lot 10, Con. 9. Also a carpenter. Was born in Canada, 1835. Settled here in 1854. P.O., Mount Forest.

McFadyen, Dugald, farmer and stock-raiser. He owns 150 acres of Lots 15 and 16, Con. 7. Came from Scotland, settling in the county, 1853. Born 1827. P.O., Mount Forest.

McNeil, Malcolm, farmer and stock-raiser. Owns Lots 9 and 11, Con. 11, 200 acres. Born in Scotland, 1823. Came to county in 1853. P.O., Yeovil.

McKay, Alexander, school teacher, Yeovil. Born in Sutherland Tp., 1860.

Nelson, John, farmer and stock-raiser. Lot 17, Con. 13, 100 acres. Was born in Canada, 1837. Settled in Grey Co., 1865. P.O., Preville.

Nicholson, Alexander, farmer and stock-raiser. He owns 140 acres, being Lot 1, Con. 13. Came from Scotland to county in 1856. Born 1823. P.O., Yeovil.

Peter, W. T., printer for press, saw, and carding mill. Owns 120 acres, Lots 13 and 14, Con. 2 and 3. Born at Galt, Ontario, 1845. Settled here 1865. Born in P.O., Yeovil.

Philip, John, farmer and stock-raiser, on Lot 13, Con. 16, 100 acres. Was born in Canada, 1817. Settled here, 1857. P.O., Yeovil.

Pattison, James, farmer and stock-raiser. Owner of 140 acres. Lots 25 and 26, Con. 1. Came from England, settling here in 1850. P.O., Egrement.

Queen, John, land, insurance, loan, and general agent, Oriskany P.O. Born in Ireland, 1815. Came to county, 1855.

Red, Thomas, farmer, but now retired. Owns Lot 6, Con. 5, 100 acres. Resides in Mount Forest. Settled in Grey County, 1850.

Red, William, farmer and stock-raiser. Owns 200 acres, Lots 37 and 38, Con. 3. Came from Scotland, settling here in 1850. P.O., Holstein.

Red, Joseph, farmer and stock-raiser. Lot 15, Con. 3. He owns 100 acres. Was born in Ireland, 1834. Settled in county, 1850. P.O., Mount Forest.

Rice, James, farmer and stock-raiser. Owner of 140 acres, Lot 8, Con. 14. Came from Scotland to county in 1856, and settled here. Born 1826. P.O., Yeovil.

Robb, Charles, farmer and stock-raiser. He owns 200 acres, being Lots 1 and 2, Con. 14. Born in Scotland, 1819. Settled in county, 1854. P.O., Holstein.

Roma, William, apothecary and druggist. P.O. He was born in Scotland, 1818, and came here, 1864.

Roma, Charles, school teacher. From P.O. 84. Settled here in 1857. Born in Scotland, 1819.

Stinson, Hiram, farmer and stock-raiser. 1824. Also a Reeve. He owns 100 acres, being Lot 13, Con. 10. Settled in Grey County, 1862.

Swanston, A. Brown, farmer and stock-raiser, living on Lot 1, Con. 12. He owns 150 acres. He held the office of Deputy Reeve and collector for the township for three years. Came from Scotland, settling in county, 1817. Born in 1812. P.O., Holstein.

Taylor, Alexander, general merchant and Postmaster of Bromont. Came to county in 1860 from Scotland, where he was born in 1838.

Thomas, John, farmer and stock-raiser. He owns 100 acres, being Lot 23, Con. 5. Born in Scotland, 1817, settling in the county, 1860. P.O., Mount Forest.

Tanner, Thomas, M.D., physician and surgeon, Holstein P.O. He owns 100 acres in the township, being Lot 30, Con. 3. Was born in England, 1821. Came here in 1854.

Trout, James, farmer and stock-raiser; is also a stone-mason. He owns Lot 1, Con. 12, 100 acres. Came from Scotland and settled in county, 1858. P.O., Holstein.

Trout, John, farmer, but now retired. He resides on Lot 13, Con. 22. Was born in England in 1841. Came to county, 1860. P.O., Bromont.

Robert A., farmer and stock-raiser. Owner of 100 acres, being Lots 18 and 19, Con. 7. Born in Scotland, 1855. Settled in county, 1878. P.O., Mount Forest.

James, Allen, farmer and stock-raiser. Owns Lot 10 and 11, Con. 9. 100 acres. Born in Canada, 1810. Settled in county, 1849. P.O., Mount Forest.

Wallace, Samuel, farmer and stock-raiser. Owns 120 acres of Lot 10, Con. 1. Has held a seat in the Council several years, and held the offices of Reeve and Deputy Reeve. P.O., Mount Forest.

Wallace, William, farmer and stock-raiser. Lots 11 and 12, Con. 1, owning 200 acres. Was born in Canada, 1812, and settled in county, 1849. He was Reeve of the Township of Egrement, P.O., Mount Forest.

Wallace, W. H., farmer and general stock-raiser. Owns 100 acres, being Lot 10, Con. 7. Born in Canada, 1855. Came to county, 1861. P.O., Mount Forest.

Watson, William, farmer and stock-raiser. Lot 14, Con. 7. 100 acres. Was born in Canada, 1819, settling in county, 1864. P.O., Mount Forest.

Whitehead, Charles, farmer, stock-raiser, and also a stone-mason. Lives on Lot 6, Con. 1. 100 acres. Was born in Scotland, 1827, and came to county in 1852. P.O., Holstein.

Woodall, Matthew, farmer and stock-raiser. He owns Lot 15, Con. 16, 100 acres. Born in England, 1821. Settled here in 1862. P.O., Yeovil.

Wilson, James, farmer and stock-raiser on Lot 26, Con. 13. Owns 100 acres. Came from Scotland to Grey County in 1860. Born 1829. P.O., Yeovil.

Wright, David, farmer and stock-raiser. He is owner of Lot 2, Con. 6, 100 acres. Was born in New York, 1831, and settled in the county, 1845. P.O., Mount Forest.

Wilson, John, farmer and stock-raiser on Lot 5, Con. 22. He owns 150 acres. Was born in England, 1827, settling in county, 1857. P.O., Varney.

EUPHRASIA TOWNSHIP

Boyd, James, farmer. P.O. address, Rocklyn. Owns 300 acres, value \$10,000. Held office as Deputy Reeve. Born in Ireland, 1815. Settled in Grey Co., 1840.

Best, John, farmer. Is an Irishman; born 1824. Settled in Grey Co., 1850. Owns Lot 30, Con. 6, 200 acres, value \$10,000. P.O. address, Egrement.

Clington, John, farmer. Holds the office of Township Assessor and collector. Owns Lot 21, Con. 30, 40 acres, worth \$5,000. Born in Ireland, 1818, and came to Grey Co., 1845. P.O. address, Rocklyn.

Dunn, Robert, farmer, Justice of the Peace, and Township Clerk. Was for several years a school teacher. Owns Lot 28, Con. 5, 200 acres, value \$9,000. Born in Ireland, 1811. Settled in county, 1840. P.O., Groversville.

Ellis, Thomas, farmer, Kimberly P.O. Owns 200 acres on Lot 6, Con. 4, valued at \$2,000. Was born in Canada, 1834. Settled in Grey Co., 1860.

Gilroy, Robert, farmer and J. P. Born at Montserrat, 1816. Settled in Grey Co., 1855. Is owner of Lot 17, Con. 5, 100 acres, valued at \$7,000. P.O. address, Epping.

Holmes, James, farmer. P.O. address, Clarkburg. He held the office of Township Treasurer. Land owned, 100 acres. Lot 30, Con. 1, value, \$5,000. Is a Canadian, born, 1820. Settled in Grey Co., 1850.

Jordan, Thomas, merchant, general agent and commission agent in R.R. carries on business and resides in the Village of Epping. Owns village property to the value of \$1,000. Born in Canada, 1840. Settled in the county, 1870.

James, John H., school teacher. Is a Canadian, born 1852. Came to Grey Co. in 1857. Owns Lot 2, Con. 11. P.O., M. Markdale.

Kerr, R. E., farmer, and agent for both and insurance company, holds the office of Deputy Reeve of the township. Owns 500 acres, valued at \$15,000, being Lots 1 and 26, Con. 1. Born in the County of Grey, 1865. P.O. address, Fairmount.

Kerr, James, merchant and farmer. Has held the office of Warden of the County of Grey. Owns Lot 1, Con. 1 and Lots 21 and 22, Con. 2, altogether, 1,400 acres, valued at \$20,000. Is a native of Ireland, born 1811, and came to county in 1842.

Scott, Hugh, farmer, P.O., Holstein. Owns Lot 11, Con. 2, 200 acres, valued at \$10,000. Born in Canada, 1810. Settled in county, 1840. Came to Grey Co., 1847.

Loughheed, James, farmer. Owns Lot 23, Con. 4, 100 acres, worth \$6,000. Is a Canadian, born 1836, in the County of Grey. Holds office as Township Collector. P.O., Fairmount.

Myll, Robert, farmer. Is a Justice of the Peace, and also holds the office of Township Reeve. Owns 100 acres, Lot 25, Con. 5, value, \$1,000. Born in Ireland, 1835. Settled in Grey Co., 1847. P.O., Fairmount.

Myles, James, Jr. Owns the farm of 1/2 Springbrook, composed of Lot 11, Con. 6, 150 acres, valued at \$12,000. Born in Ireland, 1831, and settled in Grey County same year. P.O., Epping.

McConnell, William, farmer. P.O. address, Egrement. Owns Lots 19, 20, 21, Con. 4, amounting to 300 acres, valued at \$15,000. Born in Ireland, 1810. Came to Grey Co. in 1842.

McKnight, Samuel, farmer. Owns 450 acres of land, being Lot 18, Con. 4, and 220,000. Is an Irishman, born 1836. Settled in Grey Co., 1840. P.O., Epping.

McKenzie, John, farmer. Owns 200 acres of land, 1/2 of which is valued at \$12,000. Is a native of Ireland, born 1825. Date of settlement in Grey Co. is 1850.

McLarty, John, merchant and farmer. Holds the appointment of Postmaster at Rocklyn. Owns 200 acres, Lot 26, Con. 2, value, \$12,000; also village lot, 1/2 of an acre, on Lot 21, Con. 6, value \$1,200. Born in the Township of King, County of York, 1815. Settled in Grey Co., 1848.

Peterson, James, merchant and farmer. Postmaster at Blantyre. Owns Lot 29, Con. 9, 250 acres, valued at \$8,000. Is a Scotchman, born 1814. Settled in Grey Co., 1852.

Raby, John, farmer. Is an Englishman; born 1814. Settled in Grey Co., 1877. Is owner of 50 acres of land, valued at \$20,000. Lot 1, Con. 1. P.O. address, Dunsmuir.

Borke, Thomas T., Postmaster at Heathcote. Holds the appointment of Justice of the Peace. Owns 100 acres of land in the township, valued at \$15,000. Is a Canadian, born 1827. Settled in county, 1847.

Spaulding, Richard, farmer. P.O. address, Blantyre. Born in Ireland, 1817. Settled in county, 1842. Owns Lot 27, Con. 10, 100 acres, valued at \$6,000.

Vickers, George, a farmer. Owns 600 acres, amounting in value to \$8,000, being Lot 28, Con. 1. Is an Englishman; born in 1818. Date of settlement in county, 1857. P.O., Groversville.

Wint, J. H., farmer. Is a native of Canada, born 1835. Settled in Grey Co., 1863. Owns Lot 27, Con. 1, and Lot 27, Con. 4, value, \$10,000. P.O. address, Fairmount.

Walter, Philip H., farmer. Owns 100 acres of land, being composed of Lots 23, 24, 25, Con. 10, valued at \$20,000. P.O., Blantyre. Is an Englishman, Date of birth, 1826. Settled in Grey Co., 1848.

Wilson, J. L., conveyancer, auctioneer, and Postmaster at Groversville. Owns 100 acres of land, Lot 1, Con. 1, value, \$1,000. Holds office as Township collector. Born in South Carolina, 1822, and came to Grey Co. in 1855.

GLENELO TOWNSHIP

Armstrong, William, farmer and general stock-raiser. Owns 200 acres, being Lots 101 to 104 S.E. R. K. Born in Ireland, 1825, and settled in Grey Co., 1851. P.O., Mount Forest.

Anderson, George M., P.O., Markdale. Carries on wagon and carriage business. Born in Canada, 1862, and settled in county, 1868.

Armstrong, Mark, farmer and general stock-raiser. He owns some fine Durham stock, and is proprietor of 270 acres, being Lot 100, Range 1. Born in Ireland, 1804. Settled in county, 1830. P.O., Markdale. (See biographical sketch.)

Bewers, S. S., Markdale P.O., bookkeeper. Born at Milton, Ontario, 1812. Settled in Grey Co., 1874.

Black, John S., farmer and general stock-raiser. Owns Lot 24, Con. 1, 100 acres. Held the office of Assessor for three years, tax collector for six years, and was J. P. Born in Scotland, 1837. Settled in county, 1855. P.O., Bonoma.

Banks, Jabez, farmer and general stock-raiser. Owner of Lot 11, Con. 21 E. R. 100 acres. Born in England, 1825. Settled in county, 1849. P.O., Durham.

Banks, James. Owns 50 acres, being Lot 22, Con. 2 E. R. K. Was a school teacher for 26 years. Born in England, 1806. Settled in county, 1847. P.O., Durham.

Blair, Thomas, farmer and general stock-raiser. Owns Lot 6, Con. 6, 100 acres. Born in England, 1811. Settled in county, 1852. P.O., Durham.

Burnie, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lots 2 and 3, Con. S. D. R. Born in Scotland, 1819. Settled in county, 1861. P.O., Durham.

Campbell, C. Owns grist mills at Markdale and ten acres of land, being part of Lots 98 and 99, Range 2. Born in Canada, 1852. Settled here, 1870.

Cook, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lot 10, Con. 6. Born in Canada, 1820. Settled in county, 1858. P.O., Fairview.

Curry, George, Groversville P.O., retired farmer. Born in England, and came to Canada, 1821, settling in Tuckersmith Township, Huron Co. Removed to Glendale Township with his family, settling on Lot 8, Con. 12.

Phillips, D. M., farmer and general stock-raiser. Owns Lot 10, Range 1, and Lot 16, Con. 10, 160 acres. Is a J. P. Born in Scotland, 1814, and settled in county, 1839. P.O., Markdale.

Donnelly, Samuel, Markdale P.O., farmer and general stock-raiser. Owns 100 acres, being Lot 18, Con. 11. Held the office of Deputy Reeve one year and a Councilman two years. Born in Ireland, 1837, settling in county, 1862.

Dunsmuir, S. G., Durham P.O., farmer and general stock-raiser. Owns 50 acres, being Lot 14, Con. 1. Has been in the Council three years. Born in Canada, 1830. Settled in county, 1848.

Davis, Thomas, Durham P.O., farmer and general stock-raiser. Owns Lots 1 and 2, Con. S. D. R., 100 acres. Has been a Councilman two years, and is at present Deputy Reeve. Born in Canada, 1858. Settled in county, 1862.

Edge, Elias, Traverston P.O., farmer and general stock-raiser. Owns 100 acres, being Lot 8, Con. 7. Born in Ireland, 1824. Came to county, 1850.

Edge, James, farmer. Owns Lot 11, Con. 2, 150 acres. Has held the office of County Warden, was Reeve for 16 years, and is at present Township Treasurer. Born in Ireland, 1823, and settled in county, 1841. P.O., Durham.

Edge, Samuel, farmer. Durham P.O. Owner of 200 acres, being Lots 12 and 13, Con. 2. Born in Ireland, 1821, and settled in county, 1844.

For, John W., merchant and owner of grist mills at Markdale. Is proprietor of 213 acres, being Lots 98 and 99, Range 2. Born in England, 1831. Settled in county, 1871.

Greenwood, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lot 37, Con. 2 E. O. R. Born in township, 1852. Durham P.O.

Glenross, William, Durham P.O., farmer and general stock-raiser. Owns 100 acres, being Lots 1 and 2, Con. 9. Born in Scotland, settling in county, 1866.

Hunter, A. S., farmer on Lot 24, Con. 1, 100 acres. Was born in Durham, 1830, and has lived in county since. P.O., Durham.

Hamilton, John, farmer and general stock-raiser. Owns 200 acres, being Lots 101, 103, and 104, Range 2 and 3. Born in Ireland, 1820, settling in county, 1851. P.O., Markdale.

Hill, S., general merchant and grain buyer, Markdale. Born in England, 1845. Settled in county, 1855.

Lyons, John, insurance, real estate, commissioner and conveyancer. Markdale P.O. Owns 310 acres in Holland Tp., Lots 21 and 13 in Con. 12 and 13. Born in Ireland, 1821. Came to county in 1864. Has held the position of Reeve.

Lashburn, George, Latona P.O., farmer and general stock-raiser. Owns 271 acres, being Lot 1, Con. 2 E. G. R. Born in Scotland, 1826. Came to county, 1847.

Lundy, George, J., farmer and general stock-raiser. Owns Lot 9, Con. 14, 100 acres. Born in Scotland, 1849. Came to county, 1854. P.O., Groversville.

McIntosh, Joseph, prop. Reeve, Holstein, Markdale. Owns 200 acres in Glendale and Monro. Born in Canada, 1848. Settled in county in 1878.

McFarland, W. J., merchant, dry goods, groceries, hardware, etc., Markdale. Is also Postmaster and a commissioner in R. K., and a member of the Council. Owns 600 acres. Born in Ireland, 1811. Settled in county, 1863. (See biographical sketch.)

McDonald, A., harness-maker, Markdale. Born in Scotland, 1853. Settled in county, 1859.

McIntyre, Angus, general merchant, Markdale. Born in Canada, 1861. Came to county, 1874.

Morrison, William, farmer and general stock-raiser. Owns 100 acres, and resides on Lot 35, Con. 2 E. R. K. Has been Deputy Reeve three years, Assessor 10, and a Councilman 12 years. Is a J. P. Born in Ireland, 1821, settling in county, 1847. P.O., Durham.

McGurr, Thos., farmer and general stock-raiser. Durham P.O. Owns 107 acres, being Lot 62, Con. 2 E. G. R. Born in Canada, 1844. Came to county, 1848.

McIvor, Samuel, farmer and general stock-raiser. Owns 100 acres, being Lot 61, Con. E. G. R. Born in Canada, 1856. His father has held the position of Reeve four years, Assessor 5 years, and a Councilman eight years. P.O., Durham.

McMillan, J. A., farmer and general stock-raiser. Bonoma P.O. Owns Lot 38, Con. 3, 100 acres. Is a Councilman. Born in Scotland, 1848. Came to county, 1862.

Mohr, Robert, farmer, Durham P.O. Owns 200 acres, being Lots 39 and 40, Con. 2. Born in United States, 1835. Came to county, 1855.

Rutledge, C. W., farmer and general stock-raiser. Owns Lots 108 and 110, Range 1, 150 acres. Has been Township Collector. Born in Canada, 1849, and came to county, 1851. P.O., Markdale.

Rutledge, Edward, farmer and general stock-raiser. Owns 150 acres, being Lots 108 and 109, and on Ranges 2 and 3. Born in Canada, 1811. Settled in county, 1851. P.O., Markdale.

Richardson, Mark, Markdale P.O., carriage and wagon manufacturer, also general work. Born in England, 1837. Settled in county, 1859.

Sullivan, James, farmer and general stock-raiser. Owns Lot 25, Con. 5, 200 acres. Has been in the Council. Born in Canada, 1841. Settled in county, 1855. Preville P.O.

Sullivan, Thos., farmer and general stock-raiser. Owns Lot 28, Con. 6, 122 acres. Born in Ireland, 1839. Settled in county, 1864. Preville P.O.

Sproule, T. S. M. P. M. D., Markdale. Born in Canada, 1841. Settled in county, 1852. Owns 200 acres, being Lot 25, Con. 2. Returned to Parliament at last general election for East Grey. (See biographical sketch.)

Smith, William, farmer and general stock-raiser. Owns Lot 63, Con. 2 E. G. R., 100 acres. Born in England, 1835. Settled in county, 1876. P.O., Durham.

Thibodeau, John B., farmer, general stock-raiser and dealer. Owns 537 acres, and resides on Lot 110, Range 3. Born in Canada, 1828, and settled in county, 1854. P.O., Markdale.

Wilkinson, W. H., farmer. Owns Lot 23, Con. 1, 100 acres, value, \$10,000. Born in Canada, 1829. Settled in county, 1857. P.O., Durham.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

HOLLAND TOWNSHIP

Anderson, A. M., merchant in Williamsford Village. Sullivan P. O. Has lived in county since 1867. Born in Ohio, Canada.

Archer, Josiah, farmer. Williamsford Station P. O. Was born in Canada, 1838, and settled in the county, 1862.

Breese, S. H., retired farmer, residence in Chatsworth, and was the first settler here. For some time was Treasurer of the township. Born in Norfolk Co., England, 1821. Came to county in 1851.

Bryon, Edward, farmer, residing on Lot 1, Con. 2. P. O., of which he owns 28 acres. Was born in Hope township, 1831, and settled here in 1874. P. O., Chatsworth.

Burton, John, farmer, lives on Lot 82, Con. 2, E. T. and S. R. He owns 350 acres. Born in England, 1825. Settled in Grey Co., 1852. P. O., Markdale.

Callander, David, blacksmith in Holland Centre. P. O., Williamsford Station. Was a Township Auditor three years. He owns 3-acre village lot, worth \$800. Born in Scotland, 1846. Settled here in 1872.

Cameron, John, J. P., farmer, on Lot 17, Con. 3. P. O., R. 95 acres. Settled in the county in 1845. For ten years he was Deputy Reeve of the township, and five years the Assessor. Born in Scotland, 1828.

Campbell, Alexander, merchant in Chatsworth. Owner of 171 acres in the village, and 53 acres of Lot 42, Con. 2. Was born in Scotland, 1824, and settled here, 1850.

Croft, John, wagon maker in Holland Centre. P. O., Williamsford Station. He owns 100 acres of Lots 31 and 32, valued at \$14,000. Born in England, 1817. Settled in county, 1872.

Frederick, Thomas, hotel proprietor, Berkeley Village. Was born in Ireland, 1811, settling in county, 1847. P. O., Berkeley.

Gallbraith, R. M., hotel proprietor and auctioneer in Holland Centre. P. O., Williamsford Station. Was born in Ireland, 1837. Came to Grey Co., 1855.

Gillespie, James, farmer. Owns Lots 74 and 75, Con. 1, E. T. and S. R., 100 acres, worth \$3,000. Settled in county, 1855; born 1818. Was in the Council two years. P. O., Berkeley.

Hart, James, J., school teacher in Holland Centre. P. O., Williamsford Station. Was born in Canada, 1850.

Henderson, W. H., speculator, Chatsworth. Came here in 1873. Born in India, 1858.

Ingersoll, S. A., saddler and shoemaker, Holland Centre. P. O., Williamsford Station. Born in Canada, 1850. Came to county in 1875.

Irvine, James, hotel proprietor in Holland Centre. P. O., Williamsford Station. Has lived in the county since 1855.

Morrow, A., hotel proprietor, Chatsworth.

Metzger, D. M. D., physician, Chatsworth.

Morrison, John, insurance agent, Aylmer, Strathearn. Came from Scotland, and settled in the county in 1870.

McLellan, Alex. M. D., physician, Walter's Falls.

Murray, James, money lender and speculator. Arnett P. O. Born in Scotland, 1815. Came to Grey Co. in 1842. Has held the office of Assessor and been a member of the Township Council.

Nich, H., merchant, Strathearn. Came here in 1868. Born at Markham, Ont., 1813. Owns 100 acres in Sydneyham Township, Lot 1, Con. 4, valued at \$3,000.

Norton, William, farmer. P. O., Walter's Falls. He owns 571 acres in the township, worth \$10,000, and resides on Lot 7, Con. 1. He had a seat in the Council 11 years. Born in Canada, 1831. Settled in Grey Co., 1854.

Pickett, John, section foreman on the Toronto, Grey and Bruce Railroad, resides in Berkeley. Born in Canada, 1822. Came here in 1873.

Price, Carson, J. P., general merchant, Holland Centre. Has held several municipal offices, and is the present Township Clerk. Born in Ireland, 1837. Settled in county, 1857. P. O., Williamsford Station.

Rid, Rev. T. R., minister of the Methodist Church, Chatsworth. Came here in July, 1875.

Robertson, Angus, hotel proprietor, Williamsford Village. P. O., Sullivan. Born in Canada, 1835. Settled here, 1875.

Smith, Isaac, prop. of Holland Centre grist mill, and dealer in all kinds of grain. Williamsford Station P. O. Has 10 acres and mill property, worth \$6,000. Was born in Canada, 1832. Settled here in 1870.

Skene, George, millwright, Albion P. O., Ontario Co. Born in Canada, and settled in that county, 1862.

Steele, Michael, Jr., general merchant in Holland Centre. P. O., Williamsford Station. Came from Scotland and settled in the county, 1867. Born 1833.

Watson, Samuel, pump manufacturer in Holland Centre Village. P. O., Williamsford Station. Has lived in county since 1852.

Wilson, John A., iron founder, owns Lot 8, Con. 3. E. T. R., 100 acres, valued at \$3,000. Was born in Aberdeen, Scotland, 1847, and settled here in 1859. P. O., Chatsworth.

Williams, Alfred, merchant, and Postmaster of Holland Centre. He owns Lot 27, Con. 1, 100 acres, value \$900. Was born in England, 1841. Came to Grey Co., 1850.

Yates, James, farmer, and carries on a loan agency business in Holland Centre. P. O., Williamsford Station. Has lived in Grey Co. since 1858.

KEPPEL TOWNSHIP

Boyd, William C., farmer, residing on Lot 40, Colpoys Range. He owns 100 acres. Was the 1st Reeve of Derby Township, and for some years was a town councillor. Born in England, 1811. Settled in county, 1842. P. O., North Keppel.

Boyd, R. A., merchant in North Keppel Village. Has lived in county since 1852, the date of his birth.

Heard, William, farmer, on Lot 40, Con. 2, of which he owns 104 acres. Had charge of the Post Office here for 7 years. Born in England, 1832. Settled in county, 1868. P. O., Kemble.

Horn, John, farmer, lives on Lot 34, Colpoys Range. Settled in county, 1858. Has held the office of Assessor and Collector, and sat in the Township Council several terms. Born in Scotland, 1829. P. O., North Keppel.

Lymburner, Homer, mill owner, residing in North Keppel. He owns 570 acres in the township, being Lots 38 and 41, Colpoys Range, and Lots 20, 30, 34 and 35, Con. 25. Valued at \$5,300. Settled here in 1862. Born in Canada, 1836. P. O., North Keppel.

McKenzie, George, farmer, owning 213 acres of Lots 42 and 43, Con. 10. Born in Scotland, 1830. Came to Grey Co., 1859. P. O., Kemble.

McGregor, Donald, farmer, owning 300 acres, being Lot 44, Con. 22, and Lot 44 and 44, Con. 23, Settled in Grey Co., 1868. Born in Scotland, 1838. P. O., Kemble.

Marshall, Daniel, farmer, on Lot 1, Con. 3, of which he owns 20 acres, worth \$1,200. Came to county in 1858, from Scotland. P. O., Alvanley.

Miller, Robert, farmer. Owns 132 acres of Lot 1, Con. 3. Was born in Canada, 1838. Settled here in 1861. P. O., Fairhead.

Malind, D. F., farmer and merchant. P. O., Oyden. Is proprietor of 200 acres, being Lot 13, Con. 23. Settled here in 1862.

Orrison, Thomas, farmer. He has 100 acres, being Lot 41, Con. 29, and Lot 42, Con. 21. Settled in Grey Co., 1857. Born in Canada, 1833. P. O., Kemble.

Pettman, Thomas, mill owner, Oyden P. O. Is also owner of 115 acres of Lot 9, Jones Range. He has been Reeve of the township, and at present time Captain in the Militia Force.

Reeve, T. H., merchant in Oyden Village. Is owner of 6 acres in village, and 50 acres in Lot 13, Con. 23. Was born in Canada, 1828. Came to county in 1870. P. O., Oyden.

Spencer, William, hotel proprietor at Hepworth Village. He owns 40 acres of land in the township. Has lived here since 1862.

Townsend, R. S., carpenter and joiner, in North Keppel Village. He owns 1/2 acre in village worth \$100. Came to county in 1860. Born in Canada, 1848. P. O., North Keppel.

Westaway, William, farmer, on Lot 13, Con. 22. Owns 200 acres. Settled in the county in 1861. Came from England, where he was born in 1840. P. O., Kemble.

MELANCTHON TOWNSHIP

Airth, William, P. O., general merchant, Hornings Mills. Has been Postmaster of that place; is also Deputy Reeve and Reeve of Melancthon Township. Was born in Scotland in 1815. Came to this county in 1854. (See biographical sketch).

Allen, John S., farmer and carpenter. Owns 50 acres of land, valued at \$2,000, and settled on Lot 30, Con. 2. Of Canadian nativity, born 1852. Settled in Grey Co., 1869. P. O., Maple Valley.

Allen, John, hotel keeper, at Hornings Mills. Owns 203 acres of land, of \$8,000 value, in Lot 14, Con. 2. Is an Englishman, born 1818, and settled in this county, 1873.

Allen, N. R., farmer, Shingley P. O. Was born in 1824, in England, 1829. Came to Grey Co. in 1847. Now owns 100 acres of land in Lot 19, Con. 1, of \$6,000 value.

August, William, has been Postmaster and Deputy Reeve. Is owner of 50 acres of Lot 10, Con. 3, worth \$2,500. Born in England, 1818; has lived here since 1850. P. O., Hornings Mills.

Baxter, James, farmer. P. O., address, Honeywood. Born in England, 1830. Came to Grey Co., 1868. Owns 50 acres of Lot 27, Con. 1, valued at \$2,000.

Bailey, George, Postmaster of Shingley, is a native of England, where he was born 1831. Came to this county in 1859, and is now owner of 100 acres of Lot 26, Con. 10, worth \$3,000, which he himself farms. He has been a Township Councillor for Melancthon.

Bates, Henry, farmer, Hornings Mills P. O. Owns 115 acres in Lot 17, Con. 1. Born in Ontario, 1811. Settled here, 1830. Is a Justice of the Peace, and has been Reeve of the township.

Bell, Jonathan, Shingley P. O. Owns 233 acres, located in Lots 21 and 30, Con. 8, and 9, the whole being valued at \$5,500. Native of England; born 1839. Settled in Grey Co., 1854.

Brown, James, is Township Clerk of Melancthon, and Postmaster of Melancthon Post Office. Is also a commissioner and conveyancer. Owns 180 acres in Lot 200, Con. 1 N. E. S. R. Born in 1839. Came to this county, 1862.

Carleton, James, farmer. Owns Lot 259, Con. 1 N. E. R., and the same Lot 8 W. S. R. The value of the whole \$4,000. Born in England, 1830. Settled here, 1855. Is a member of the Council. P. O., Dundalk.

Caswell, Joseph, proprietor Mayburn Hotel, Dundalk P. O. Is a native Canadian; born 1846. Father settled in Grey Co., 1850.

Frail, Andrew, farmer. Owns 100 acres in Lot 30, Con. 2, of \$2,000 value. Was born in Canada in 1851; has lived in this county since 1868. Deals in grain in Shelburne Village, but his P. O. address is Redbankville.

Foster, William, farmer. Lot 29, Con. 2. Owns 300 acres of land, worth \$15,000. Of English birth, which occurred 1820, has resided in Grey Co. since 1840; has been Township Councillor. P. O., Hornings Mills.

Fraser, Donald, farmer and miller. Lot 31, Con. 1. Owns 200 acres of land, worth \$5,500. Was born in Scotland, 1820. Settled in Grey, 1858. P. O., Maple Valley.

Hatton, Thomas, Jr., farmer. Lots 203, 204, and 205, Con. 3. Is a native of this township, where he was born 1851. Owns 107 acres in the location named. P. O., address, Shilburne.

Hodgson, David, Hornings Mills P. O. Owns and occupies 50 acres in Lot 13, Con. 3. Born in York shire, England, 1817. Settled in this county, 1860.

Hodgson, T. P., farmer and miller. Lot 15, Con. 1. Owns a farm of 80 acres, worth \$5,000. Of English birth; born 1818. Has resided in Grey Co. since 1868. P. O., address, Hornings Mills.

Jelly, Simon, of Lot 2, Con. 3. Has been a member of the Municipal Council. Was born in Canada, 1830. Came to Grey Co., 1862. Owns 330 acres of land, of \$15,000 valuation. P. O., Shelburne.

Marshall, Robert, of Lot 22, Con. 1. Was born in Hamilton in 1830, and in 1860 removed to Grey Co. He has sat in the Township Council. Owns 100 acres of land, worth \$1,000. P. O., Honeywood.

Mills, John, farmer. P. O., address, Melancthon. Is Township Treasurer at the present time. Owns 100 acres of land, Lot 10, Con. 3, valued at \$5,300. Was born in Scotland, 1823. Has lived in Grey Co. since 1862.

McGhee, Robert, farmer, of Lot 15, Con. 3. Has been many years Reeve of Melancthon. First settled in this county, 1845, having been born in Canada, 1834. Owns 200 acres of land, worth \$10,000. P. O., address, Hornings Mills.

McIntyre, John, farmer. Born in Canada, 1829. Settled in Grey Co., 1847. Owns 100 acres of Lot 19, Con. 1, valued at \$6,000. P. O., Hornings Mills.

McStrader, James, farmer. Lot 25, Con. 3. Has a 150 acre farm of \$3,000 value. Of Canadian nativity, born 1818. Settled in Grey Co., 1868. P. O., address, Redbankville.

Redick, George A., hotel proprietor and carpenter, is also Postmaster of Redbankville. Is a native Canadian, born 1848. Has resided in this county since 1862.

Rocketham, Wm. S., farmer. P. O., address, Shingley, resides on Lot 30, Con. 8; born in 1853. Came to this county with his parents in 1856.

Silk, John, farmer, resides on Lot 28, Con. 2, where he owns 100 acres of land, of \$4,000 value. Was born in this county, 1829. P. O., Maple Valley.

Stewart, James, farmer and cabinetmaker, Lot 31, Con. 2. Owns a 100 acre farm of \$3,000 value; born in 1820. Settled in Grey, 1852. Native of Scotland. P. O., Maple Valley.

Snell, William, farmer, Lot 13, Con. 2. Owns 200 acres of land of \$3,500 value. Of English nativity, born 1820. Has resided in this county since 1860. P. O., address, Honeywood or Redbankville.

NORMANBY TOWNSHIP

Ashley, John B., farmer and millwright, breeder of thoroughbred stock and horses, is the part of Lots 2 and 3, Con. 13, 212 acres. Is an Englishman; born in Hampshire, 7th Nov., 1806. Settled in Grey County, June, 1867. P. O., address, Newstead.

Anderson, James, farmer. P. O., address, Alfeld. Owns Lot 14, Con. 5, 100 acres, value \$5,000. Holds the office of Township Auditor. Born 27th March, 1840, at Lander, Berwickshire, Scotland. Settled in county, October, 1850.

Bine, George, hotel keeper at Newstead. Is a German; born at Baden in 1841. Settled in Grey County in February, 1855.

Batz, George, tenant farmer. Resides on Lot 15, Con. 1. P. O., address, Aylmer.

Bell, Hugh, farmer and fruit grower (apples and pears). Owns Lot 20, Con. 15, 200 acres, valued at \$9,000. Is an Irishman; born 1838, in County Fermanagh. Settled in the county, 1862. Holds office as Tp. Councillor. P. O., address, Newstead.

Bell, James, farmer. P. O., address, Hampden. Born 1834, in County Fermanagh, Ireland. Owns Lots 21 and 22, Con. 16, 200 acres; value, \$13,000. Is a Justice of the Peace and was at one time Township Collector.

Byers, Henry, farmer, and Postmaster at Hampden. Is a Scotchman; born in Dumfriesshire, 25th December, 1832. Owns 101 acres of land, being Lot 21, Con. 17. Has held the office of Justice of the Peace for the county.

Byers, Thomas, farmer. P. O., address, Hampden. Owns Lot 19, Con. 17, 100 acres, valued at \$6,000. Born in Dumfriesshire, Scotland. Settled in Grey Co., 1860.

Blyth, John, farmer. Born at Guelph, Ont., 4th Oct., 1840. Date of settlement in county, July, 1870. Holds office as Deputy Reeve. Has been Tp. Councillor. Owns 200 acres, being Lots 23 and 30, Con. 2. P. O., Orchard.

Brown, W., teacher, School Section 5. Born in York, April 14th, 1859. Settled in the County of Grey, Oct. Jan. 1877. P. O., address, Aylmer.

Blyth, C. M., farmer, and prop. of saw mill. Owns 1,000 acres, which consists of Lots 18, 22, 23, 24, 25, 26, 27, Con. 3, valued at \$40,000. Born at Guelph, Ont., 20th March, 1834. Settled in the county in April, 1860. P. O., address, Orchard.

Bull, John, farmer and apiculturist. Is a native of the north of Ireland; born 1828. Came to Grey Co. in Oct., 1850. Owns Lots 21 and 22, Con. 15, 150 acres, valued at \$10,000. P. O., Hampden.

Byrns, Patrick, farmer. Owns 100 acres, being Lot 30, Con. 18, value \$7,000.

Blagburn, Fletcher, teacher, School Section No. 1. Is a Canadian, born in the Township of Pelham, Welland Co., 5th Nov., 1834. Date of settlement in county, 1st Jan., 1880. P. O., address, Varney.

Barber, Matthew, farmer. P. O., Varney. Born in Dumfriesshire, Scotland, 13th Dec., 1815. Came to Grey County in the spring of 1842. Owns 1/2 of Lot 6, Con. 1, 50 acres, valued at \$4,000.

Bowser, P., farmer. Was born at Dundee, Scotland, 22nd March, 1822. Settled in Grey Co., 1860. Owns 100 acres, being part of Lots 8 and 9, Con. 1, value \$10,000. Was for some time a cloth merchant in Toronto. P. O., address, Orchard.

Brown, David, farmer. Owns Lot 75, Con. A, 75 acres. Is a native of Canada; born at Tyendinaga. Came to Grey Co., 1st April, 1873. P. O., address, Mount Forest.

Caldar, Alexander, farmer. P. O., address, Eyremont. Owns Lot 26, Con. 6, 200 acres, valued at \$6,000. Born in Kincardineshire, Scotland, 26th March, 1830. Settled in Grey Co., August, 1855. Holds office as Township Assessor.

Cameron, William, farmer. P. O., Varney. Born in Glasgow, Scotland, 18th April, 1825. Settled in county, Feb., 1858. Owns Lot 5, Con. 1, 100 acres; value, \$7,000.

Caldwell, T. & H., general merchants, telegraph office and post office. T. C. born in Finsbury Tp., 1831; H. C. born in Normanby Tp., 1857. Settled in county, 1861. P. O., address, Orchard; residence, on Hardyville.

Chilton, Henry, farmer. Born 24th July, 1810. Settled in Grey Co., 15th May, 1855. Owns Lot 73, Con. 2, 100 acres, value \$6,000. P. O., address, Mount Forest.

Colley, James, farmer and linen weaver. P. O., address, Mount Forest. Owns Lot 32, Con. 1. Born in County Mayo, Ireland, 1st May, 1818. Settled in Grey County in April, 1842.

Boyle, Maurice, farmer. Born in County Carlow, Ireland, 1812. Settled in the county, Dec., 1854. Owns 150 acres, being Lots 18 and 19, Con. 7. P. O., address, Aylmer.

Derby Joseph, farmer. Is the owner of 125 acres of Lot 22, Con. 18, which is valued at \$4,000. Mr. Derby is a native of Scotland; was born 1838, and settled in Grey county in 1860. P. O., address, Hampden.

Duggan, Thomas, Postmaster at Newage. Is an Irishman; born in Co. Roscommon, 1830. Settled in Grey Co., 1st Jan., 1861.

Dickson, John, miller, farmer, and merchant. Is an Englishman, born in the County of Northumberland, 14th Oct., 1824. Settled in Grey County, 1854. Owns Lots 64 and 65, Con. 3, 187 acres, value \$12,000. P. O., Glenora. Has held office as Councillor and Deputy Reeve.

Douglas, John, farmer. Born in Dumfriesshire, Waverley Co., 25th May, 1836. Settled in Grey Co., Oct., 1860. Owns Lot 33, Con. 2, 116 acres, value \$7,500. P. O., address, Orchard.

Euler, A., hotel keeper and dealer in stock. P. O., address, Newstead. Owns Lot 5, Con. 11.

Eckstein, Daniel, farmer. Has an excellent stock of horses. Owns Lot 4 and part of Lot 5, Con. 14, 120 acres, valued at \$10,000. Has been Township Assessor and Collector. Is a German. Born in Bavaria, 5th February, 1831. Came to Grey Co., 10th March, 1857. P. O., address, Newstead.

Ellis, William, farmer. Born in Waterloo, Ont., 1st April, 1844. Settled in Grey Co., March, 1857. Is owner of 132 acres of land, being Lots 11 and 12, Con. 1. P. O., address, Chatham or Alfeld.

Fischer, Conrad, farmer. Holds office as Township Councillor. Is owner of Lot 29, Con. 8, 100 acres, valued at \$7,000. Born in Hesse-Darmstadt, 5th December, 1838. Settled in county, 1854. P. O., address, Aylmer.

Greer, Thomas, farmer. P. O., address, Hampden. Is a Scotchman; born in Dumfriesshire in 1813. Settled in Grey Co., 1853. Owns 126 acres, Lot 21, Con. 18, valued at \$7,000.

Gibb, William, farmer. Owns lumber mill and manufactory; also 62 acres of land, being Lots 5 and 6, Con. 17, valued at \$5,500. Born in Wilmet Township, Waterloo County. Settled in Grey Co., 1868. Has held office as Deputy Reeve and Township Councillor. P. O., address, Newstead.

Green, Francis, farmer. Owns Lot 22, Con. 1, 100 acres of land, valued at \$5,000. Born in County Kerry, Ireland, 21st March, 1840. Settled in Grey Co., 9th August, 1847. Has held office as School Trustee. P. O., address, Aylmer.

Green, Eugene, farmer. Born 25th June, 1853, in Toronto, Ont. Date of settlement in county, 1860. Owner of Lot 17, Con. 18, 125 acres, valued at \$8,500. P. O., address, Allen Park.

Grant, William, farmer. P. O., address, Varney. Owns 100 acres of land, valued at \$7,000, being parts of Lots 5 and 6, Con. 1. Is a native of Abernethyshire, Scotland, born, 1811. Settled in Grey Co., 1836.

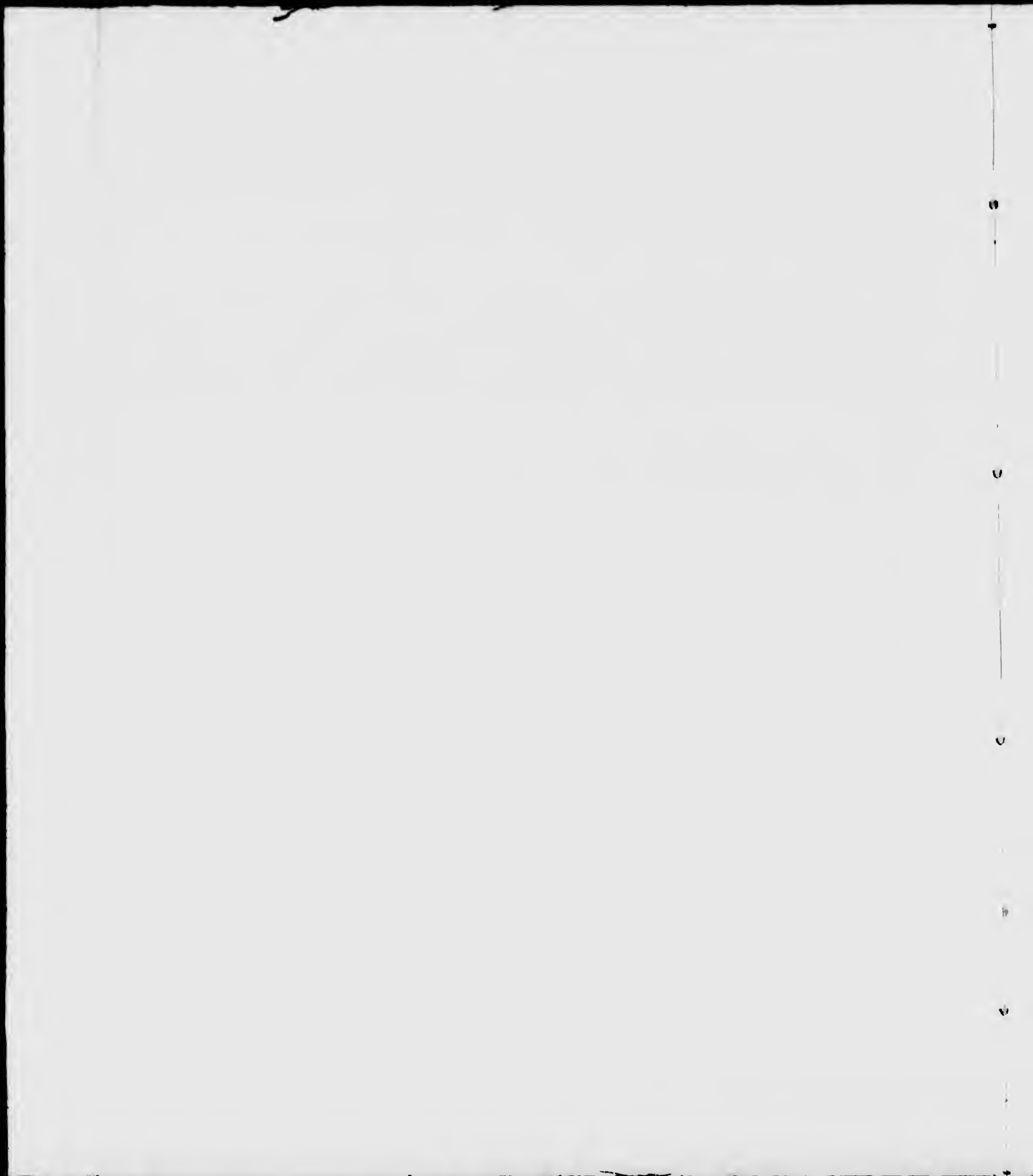
Heimbacher, Henry, woollen manufacturer, musical composer, and bandmaster of the Newstead Band. Is a German; born at Elm, 25th August, 1837. Settled in the County of Grey, 1853. P. O., address, Newstead.

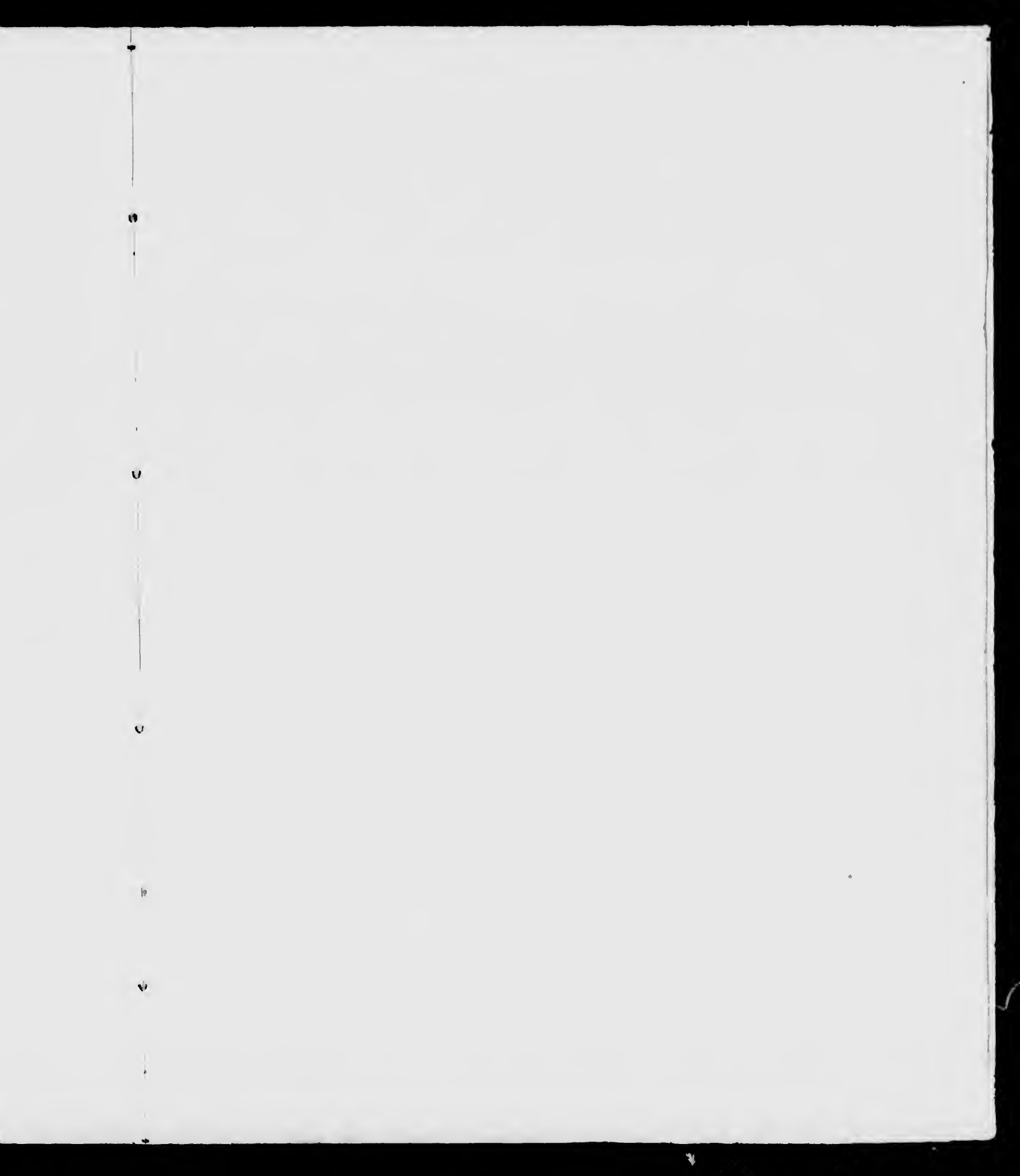
Heimbacher, George, carpenter, Newstead Village. Born in Canada, 1854.

Heiderman, George, farmer. P. O., address, Hampden. Is a Scotchman; born in Dumfriesshire, 1836, and settled in Grey Co., 1855. Owns 125 acres, being Lot 25, Con. 18.

Hopf, George, farmer, manager of the Germania Mutual Fire Insurance Co. Owns Lot 4, Con. 8, 80 acres of land, valued at \$6,000. Is a German; born 29th September, 1829, at Oberkatz, Meiningen. Settled in Grey Co., 1855. P. O., address, Newstead.

Hoffman, Henry, jeweller, dealer in watches, clocks, organs, agent Royal Sewing Machine, &c. Born in Mecklenburg, Germany, 8th December, 1837. Came to Grey Co., 24th September, 1868. P. O., address, Newstead.





BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Gay, Robert, farmer. Owner of Lot 5, Con. 5, 200 acres; value, \$10,000. Born in Con. 5, 1821, and settled here in 1873. P. O., Grieraville.

Gifford, A. farmer. Owns 150 acres, Lot 12, Con. 7, valued at \$8,000. Is a J. P., and held the position of Township Deputy Reeve. Born in Canada, 1839. Settled here in 1862. P. O., Meaford.

Hartman, Walter, farmer. Owner of 150 acres, Lot 7, Con. 1, value, \$6,000. Came to county, 1869. Born in Canada, 1844. P. O., Clarksburg.

Hunter, John, farmer. Owns 100 acres, Lot 5, Con. 4; value, \$4,000. Born in county, 1840, and resided here since. P. O., Grieraville.

Harburt, Philip, farmer. P. O. address, Thornbury. Owns Lot 3, Con. 1. Native of Grieraville Co.; born 1835. Came to Grey Co. with parents in 1845.

Haines, Edmund, hotel proprietor, Postmaster, and general dealer in stock. P. O., Bayview. Owns 12 acres of Lot 18, Con. 10; value, \$3,500. Was born in Berkshire, England, 1843. Settled here in 1873.

Hutchinson, William, farmer. Owns N. 1/2 Lot 32, Con. 1, 100 acres, valued at \$2,000. Born in Canada, 1832. Settled here in 1873. P. O., Meaford.

Johnson, James, farmer. Owns 200 acres, being Lot 4, Con. 4; value, \$10,000. Was born in Belfast, Ireland, 1821. Settled here, 1846. P. O., Grieraville.

Johnson, John, farmer. Owns N. 1/2 Lot 34, Con. 8, 100 acres; value, \$4,000. Was born in Yorkshire, England, 1821. Came here in 1855. P. O., Cape Rich.

Jostern, William, farmer and builder. He owns 40 acres in Lots 20 and 21, Con. 7. Born in Canada, 1832. Came to county in 1872. P. O., Meaford.

Latourell, Robert, farmer, on Lot 9, Con. 2. Owns 100 acres; value, \$9,000. Born in Co. Fermanagh, Ireland, 1822. Settled in Grey Co., 1856. P. O., Meaford.

Leavens, W. R., farmer. Owns 100 acres, being Lot 18, Con. 9, valued at \$7,000. For some time held the position of Township Assessor and Collector. Born in Canada, 1826. Settled here, 1847. P. O., Meaford.

Leavens, R. R., farmer. Owns 100 acres, Lot 18, Con. 9; value, \$8,000. Born in Canada, 1820. Came here in 1840. P. O., Meaford.

Long, James, farmer. Owns Lot 16, Con. 9, 200 acres, worth \$10,000. Born in Co. Limerick, Ireland, 1822. Settled here in 1840. P. O., Meaford.

Laycock, Alexander, farmer. Owns 1/2 Lot 15, Con. 8; and part of Lot 20, Con. 6, 130 acres, worth \$8,000. Born in Canada, 1842, and has lived in county since 1843. P. O., Meaford.

Laycock, William, farmer. Owns 200 acres, valued at \$9,000. Settled here in 1843. Born in county, 1839. P. O., Meaford.

Leader, Johnson, farmer. Owns 1/2 Lot 23, Con. 8, 150 acres; value, \$5,000. Was born in England, 1813, and came here in 1863. P. O., Meaford.

Laycock, James, farmer. Owns N. 1/2 Lot 12 and 13, Con. 6, 200 acres, worth \$9,000. Born in Canada, 1822. Came here in 1843. P. O., Meaford.

Loonks, Jacob, farmer. Owns 150 acres, being W. 1/2 Lot 7, Con. 6; and N. W. 1/4 Lot 6, Con. 6, valued at \$9,000. Born in Canada, 1808. Settled here in 1871. P. O., Meaford.

Montgomery, J. D., farmer. Owner of 100 acres, Lot 8, Con. 3, value, \$6,000. Born in Canada, 1836. Settled here in 1857. P. O., Meaford.

Mitchell, Robert, farmer. Owns 146 acres of Lot 3, Con. 5, worth \$10,000. Came here in 1835, and one of the first settlers in the township. Born in Roxburghshire, Scotland, 1809. P. O., Grieraville.

Myles, John Wesley, hotel proprietor, Grieraville. Owns 11 acres, Lot 3, Con. 4; value, \$1,000. Has lived in county since 1853.

Marshall, James, carriage and wagon maker; also, Postmaster of Grieraville. Owns 21 acres of land, &c.; value, \$2,500. Was born in Canada in 1840, and settled here in 1863.

Murray, Robert, farmer. Owns south 1/2 Lot 2, Con. 8, 100 acres, worth \$4,500. Born in Roxburghshire, Scotland, 1837; settled here in 1857. P. O., Blantyre.

Mackie, James, farmer. Owns south 1/2 Lot 1, Con. 8, 10 acres; value, \$1,000. Born in Lanarkshire, Scotland, 1824; came here in 1867. P. O., Blantyre.

MacLaren, James, farmer. Owns 50 acres of Lot 36, Con. 7; valued at \$2,100. Born in Canada, 1832; settled here in 1855. P. O., Cape Rich.

Mackie, Thomas, farmer. Owns 215 acres, being part of Lot 16, Con. 7, Lot 16, Con. 6, Lot 12, Con. 10; valued at \$12,000. Born in Canada, 1829; came here in 1836. P. O., Meaford.

McIntosh, Thomas, farmer and J. P. Owner of Lot 13, Con. 8, 200 acres; value, \$10,000. Born in Perthshire, Scotland, 1838; came here in 1849. P. O., Meaford.

McIntosh, William, farmer, on Lot 2, Con. 8. Owns 85 acres, worth \$3,000. Born in Perthshire, Scotland, 1835; settled here in 1849. P. O., Blantyre.

McNaughton, Donald, farmer, on north 1/2 Lot 1, Con. 8, 100 acres; value, \$5,000. A native of Perthshire, Scotland; born 1841, and has lived here since 1848. P. O., Blantyre.

McLaren, Duncan, farmer and builder. Owns 100 acres of Lot 31, Con. 9; value, \$1,500. Born in Scotland, 1815; came here in 1835, and was one of the first settlers in the township. P. O., Cape Rich.

Noble, Robert, farmer. Owns 200 acres, being Lots 5 and 6, Con. 3, worth \$10,000. Was born in Co. Fermanagh, Ireland, 1820, and settled here in 1846. P. O., Meaford.

Postill, William, farmer, on Lot 10, Con. 2, 100 acres; valued at \$5,000. Born in Yorkshire, England, 1834; settled here in 1861. P. O., Meaford.

Porter, William, farmer. Owner of 90 acres, Lot 16, Con. 10, worth \$6,000. Born in Wiltshire, England, 1822; settled in Grey County, 1842. P. O., Meaford.

Palmer, Henry, farmer. Owns 150 acres, Lots 8 and 9, Con. 11; value, \$4,000. Born in Lancashire, England, 1849; settled here in 1862. P. O., Strathclair.

Read, Nicholas, farmer. Owns 100 acres, Lot 24, Con. 11, and Lot 26, Con. 12, worth \$5,000. Is Dep. Reeve of the township and a J. P. Born in Co. Wicklow, Ireland, 1827; came here in 1863. P. O., Bayview.

Richmond, S. C., farmer, on Lot 12, Con. 3, 105 acres; value, \$5,000. Was born in Canada, 1829; settled here in 1849. P. O., Meaford.

Robertson, James, farmer. Owns Lot 6, Con. 9, 260 acres; valued at \$11,000. Came here in 1837, being one of the first settlers in the township. Born in Canada, 1827. P. O., Meaford.

Robertson, Duncan, farmer and J. P. Owns 300 acres, being Lots 3 and 4, Con. 9; value, \$14,000. Settled in County, 1836, being one of the first settlers. Was born in Glasgow, Scotland, 1810. P. O., Meaford.

Sing, C. R., Clerk of Customs, J. P., and Township Reeve, residing on Lot 13, Con. 4. He owns 500 acres in the township, being Lots 13 and 14, Con. 3; Lots 13 and 15, Con. 4; Lots 14 and 15, Con. 6. Born in Canada, 1823; settled here in 1845. P. O., Meaford.

Street, Richard V., farmer. Owns 219 acres, Lot 24, Con. 10; valued at \$7,000. Is a member of the Township Council. Born at Taunton, England, 1829, and came here in 1874. P. O., Bayview.

Shields, William, farmer, on Lot 5, Con. 3. Owner of 100 acres, worth \$5,000. Born in county, 1849, and has resided here since. P. O., Meaford.

Smith, Joseph, farmer. Owns 55 acres of Lot 1, Con. 3, worth \$2,500. Was born in Canada, 1835, and has lived here since 1854. P. O., Grieraville.

Seaman, D. L., farmer. Owner of 100 acres, Lot 17, Con. 11; value, \$5,500. Born in Canada, 1855, and has lived here since. P. O., Bayview.

Saunders, Samuel, farmer and J. P. Owns 110 acres, Lot 16, Con. 10, worth \$8,000. Born in Canada, 1815; settled here, 1842. P. O., Meaford.

Shaw, William, farmer. Owns 35 acres, being parts of Lots 16, Con. 7 and 8; valued at \$3,000. Was born in Yorkshire, England, in 1832, and settled here, 1847. P. O., Meaford.

Storey, William, farmer, on Lot 5, Con. 9, 100 acres, worth \$6,000. Has lived in county since 1844, the year of his birth. His father was one of the first settlers in the township. P. O., Meaford.

Storey, Walter, farmer. Owns 99 acres of Lot 2, Con. 9, worth \$3,000. Born in Roxburghshire, Scotland, 1800, and was one of the first settlers here in 1837. P. O., Blantyre.

Speer, N. D., farmer. Owns North 1/2 Lot 32, Con. 9, 100 acres, worth \$3,000. Born in Dublin, Ireland, 1819, and settled here in 1845. P. O., Meaford.

Tucker, William L., farmer. Owns 100 acres, Lot 6, Con. 3, valued at \$6,000. Was born in Somersetshire, England, 1832; settled here in 1856. P. O., Meaford.

Taylor, R. R., farmer, on Lot 17, Con. 10. Owns 100 acres, worth \$5,500. Born in Canada, 1832; settled here in 1846. Is well known as a local minister throughout the county. P. O., Bayview.

Tomlinson, George, farmer and stock dealer, residing on Lot 6, Con. 8. He owns 300 acres, being Lots 6 and 7, Con. 8, and Lot 9, Con. 10; worth \$12,000. Born in Yorkshire, England, 1828. Came here in 1855. P. O., Meaford.

Herberg, T. W., farmer, on Lot 20, Con. 8, 200 acres, worth \$10,000. Born in Canada, 1840; settled in county, 1869. P. O., Meaford.

Whitclaw, William, farmer. Owns 200 acres, Lot 9, Con. 4, valued at \$5,000. Has lived here since 1848, the date of his birth.

Wood, William, farmer. Owns 73 acres of Lot 26, Con. 6, worth \$3,000. Born in England, 1826; settled here in 1863. P. O., Meaford.

Watson, William, farmer. Owns 300 acres, Lot 37, Con. 9 and 10; value, \$15,000. He holds the position of Colonel in the Militia, and is also a J. P. Came from Co. Carlow, Ireland, where he was born in 1815; settled in county, 1837. P. O., Cape Rich.

Wright, John, farmer, on West 1/2 Lot 36, Con. 10, 100 acres, worth \$3,000. Born in Co. Monaghan, Ireland, in 1824; settled here in 1868. P. O., Cape Rich.

West, John, farmer. Owns 40 acres of Lot 25, Con. 7, worth \$2,000. Born in Kent County, England, in 1808; came here in 1848. P. O., Meaford.

Ward, William, farmer. Owns 139 acres, Lot 8, Con. 6, valued at \$6,000. Was born in Canada in 1839; settled here, 1847. P. O., Meaford.

White, John, farmer. Owns 300 acres, worth \$10,000; Lots 4 and 5, Con. 10. Was born in Co. Armagh, Ireland, 1823; came here in 1852. P. O., Strathclair.

York, Thomas, shoemaker, living on Lot 29, Con. 6. He owns 2 acres of Lots 29 and 30, Con. 6, worth \$1,000. Born in England, 1813; settled here, 1856. P. O., Meaford.

SARAWAK TOWNSHIP.

Airston, William Glen, farmer. Is a Scotchman; born 1810. Settled in Grey County, 1841. Owns half of Lot 15, Con. 371 acres. P. O. address, Owen Sound.

Chambers, Timothy, farmer. Owns Lot 38, Con. 3, 82 1/2 acres. Is an Englishman; born 1811. Settled in Grey County, 1862. P. O. address, Presque Isle.

Julian, C. J., farmer, holds the office of T. Clerk. Owns 79 acres, being Lot 37, Con. 3. Is a Canadian by birth, and settled in the county, 1863. P. O. address, Presque Isle.

Johnston, William, farmer. P. O. address, Owen Sound. Owns Lot 12, Con. 3, 7 1/2 acres. Is an Irishman; born 1827. Settled in county, 1869.

Johnson, David, farmer, and prop. of saw mill. Farm and mill property is comprised of Lot 16, Con. 3, 112 acres. Held the office of Councillor in the T. of Derby for a period of four years, and also acted as Reeve for that township for two years. Is a Canadian; born 1810. Settled in county, 1865. P. O., Owen Sound.

McNaught, Robert, farmer. Sat for five years in the T. Council, and now holds the office of Reeve. Owns Lot 27, Con. 2, 12 1/2 acres. Born in Scotland. Settled in Grey Co., 1857.

Mackenzie, John, general agent, shipper, and telegraph agent; also discharges the duties of Postmaster and Lighthouse Keeper at Presque Isle. Owns Lot 41, Con. 3, and Lot 40, Con. 22, Tps. of Sarawak and Keppel. Was the first Reeve of the T. of Sarawak. Is a Canadian; born 1837. Settled in Grey Co., 1861.

McNaught, Peter C., farmer. Is a Scotchman; born 1847. Settled in Grey Co., 1857. Owns Lot 26, Con. 3, 96 acres. P. O. address, Owen Sound.

McKenzie, Donald, blacksmith. P. O. and residence, Presque Isle. Owns four village lots, valued at \$600. Is a native of Canada; born 1836. Date of settlement in county, 1870.

McNaught, James, farmer. Born in Scotland, 1837. Settled in Grey Co., 1857. Owns 80 acres of land, being Lot 25, Con. 3. P. O. address, Owen Sound.

Saunders, William, farmer. Born in Scotland, 1828. Came to Grey Co., 1856. Held office as T. P. Councillor for four years. Owns 200 acres of land, Lot 20, Con. 1. P. O. address, Owen Sound.

Sutton, William, farmer. Is an Englishman; born 1811. Settled in Grey County, 1843. Owns 172 acres, being Lots 32 and 33, Con. 3. Has held office as Councillor. P. O., Presque Isle.

Walker, Robert, farmer. P. O., Brookholm. Owns 100 acres, being Lot 11, Con. 2. Is a T. P. Councillor. Born in Canada, 1830. Settled in Grey Co., 1854.

SULLIVAN TOWNSHIP.

Aitchison, John, farmer. He owns Lot 21, Con. 5, 200 acres, valued at \$5,000. Was a Councillor for some time. Born in Scotland, 1805. Settled in county, 1855. P. O., Sullivan.

Brown, James, carpenter and joiner, Desboro Village. Came to county in 1856. Was born in Ireland, 1846. He owns several village lots, valued at \$1,000.

Beattie, James, farmer, residing on Lot 5, Con. 5. He owns 151 acres, worth \$8,000. For 14 years he was Reeve of the township, and at present holds the Treasuryship. Was born in Scotland, 1830. Settled in county, 1855. P. O., Chatsworth.

Brown, Alexander, farmer. Owner of 50 acres, valued at \$2,000. His farm is North-West 1/4 of Lot 22, Con. 11. Born in the township, 1825. P. O., Peabody.

Clark, W. W., hotelkeeper, Chatsworth. Settled here in 1879. Born in Huntingdon, 1853.

Cope, Richard, farmer. Owns E. 1/2 Lot 18, Con. 12, worth \$4,000. Born at Toronto, 1849. Settled in County, 1872. Peabody P. O., Sullivan.

Crawford, William, farmer, on Lot 13, Con. 1. Was born in Ireland, 1819, and came to Grey County in 1866. P. O., Chatsworth.

Dowd, Jarvis, farmer. Owns half of Lot 1, Con. 6, 100 acres, valued at \$2,500. Came from Ireland, and settled in Grey County, 1855. Born, 1832. P. O., Chatsworth.

Eitner, Frederick, blacksmith. Desboro P. O. He owns 13 acres of Lot 12, Con. 7, value, \$1,000. Was born in Prussia, 1836, and came to the county in 1866.

Fryer, George, P. O. address, 125 Yonge Street, Toronto. Is a commercial traveller. Was born in England, 1832.

Forrest, Robert, farmer. He owns 200 acres, being Lot 7, Con. 13, value, \$2,000. Settled here in 1880. Born in Hulton Co., 1820. P. O., Invermay.

Follis, John, farmer, on East 1/2 Lot 16, Con. 13. He owns 100 acres, worth \$5,000. Settled in County in 1849, and for some time was a Deputy Reeve. Born in Wiltshire Township, 1832. P. O., Chesley.

Heslop, John, farmer and Postmaster, Marmion P. O. He owns 100 acres of Lot 12, Con. 16, valued at \$2,500. Is a member of the Council. Born in England, 1850. Settled here in 1868.

Hanberry, Eliza, hotel proprietor in Williamsford Village. Owns 7 acres of Lot 3, Con. 1, worth \$2,000. Came from Ireland, settling in the county in 1853. Born in 1844. P. O., Sullivan.

Hanilton, Charles, blacksmith in Williamsford Village. Was born in Canada, 1852, and came to county in same year, 1852. P. O., Sullivan.

Hunter, Alexander, farmer on Lot 23, Con. 11. He owns 280 acres, valued at \$6,000. Was born in Peel Co., 1836, and came to Grey County in 1877. Has been a member of the Council. P. O., Seaside.

Henry, Andrew, farmer. Owner of 1/2 acre of Lot 4, Con. 4, worth \$1,000. Came to Grey County from Ireland, in 1854. Born 1814. Has been a Councillor. P. O., Chatsworth.

Kerr, Robert, farmer on Lot 1, Con. 12. He owns 40 acres, valued at \$3,000. Came to Grey County from Ireland in 1869. Born 1808. Was for some time in the Council. Keely P. O.

McDonald, Archibald, farmer. He owns 100 acres of Lot 13, Con. 6; worth \$1,000. Was born in Scotland, 1837. Came to Grey Co., 1852. P. O., Chatsworth.

McElherton, John, farmer, residing on Lot A., Con. 3. He owns 100 acres, valued at \$3,000. Was born in Ireland, and settled in Grey Co., 1845. Is one of the School Trustees. P. O., Chatsworth.

Melvin, Thomas, farmer. Owns the north half of Lot 4, Con. 12, 100 acres; worth \$2,000. Was born in Derby Township in 1844, and has lived in Grey since. Is a School Trustee. P. O., Keely.

Milburn, C. A., carriage maker in Desboro Village. Was born in Peterborough, 1813, and settled here in 1855. P. O., Desboro.

Mitchell, Thomas S., farmer on Lot 8, Con. 2. He owns 65 acres, worth \$4,000. Was born in St. Vincent Twp., Grey Co., 1845. P. O., Chatsworth.

Mitchell, Thomas, retired farmer, living in Chatsworth Village. Is a Justice of the Peace. Born in Scotland, 1806. Settled in Grey Co., 1849.

Mitchell, James, farmer. He owns 60 acres of Lot 3, Con. 3, worth \$5,000. Was born in Scotland, 1825. Came to county in 1856. P. O., Chatsworth.

Mitchell, John, farmer, living on Lot 2, Con. 3. Is owner of 100 acres; value, \$4,000. Came to Grey Co., 1851. Born in Scotland, 1832. P. O., Chatsworth.

McGill, Andrew, ironfounder in Chatsworth Village. He owns 27 acres of Lot 4, Con. 1, worth \$7,000. Was born in Ireland, 1838. Settled in county, 1854. Is a Justice of the Peace. P. O., Chatsworth.

Milburn, John, farmer and Postmaster, Peabody P. O. He is owner of Lot 21, Con. 10, 100 acres; value, \$3,500. Was born in England in 1815. Settled in Grey Co., 1851. Has been a Councillor.

Manory, Robert, farmer, residing on Lot 6, Con. 13. Owner of 200 acres, worth \$7,000. Came to Grey Co. from Ireland in 1859. Born 1827. P. O., Invermay.

Palmer, S. & J., boot and shoemakers in Desboro Village. They own 1 acre of Lot 12, Con. 7, worth \$1,000. Are natives of Somersetshire, England; born in 1850. Came to Grey Co. in 1874. P. O., Desboro.

Pringle, Thomas, farmer. Owns Lots D and E, Con. 3, 200 acres; valued at \$7,000. He was for some time Township Treasurer, and has been appointed a J. P. Came to the county from Scotland in 1855. Born, 1809. P. O., Chatsworth.

Peuner, William, farmer, on Lot 6, Con. 7. He owns 100 acres, worth \$1,000. Was born in Ireland, 1824. Settled in the county, 1856, and has held the office of Township Reeve. P. O., Chatsworth.

Pringle, Joseph, farmer. Owns 100 acres of Lot F., Con. 3, worth \$4,000. Was born in the township, 1849, and at present is a Councillor. P. O., Chatsworth.

Sparrow, John, farmer. He owns 300 acres, being Lots G and H, Con. 3 and Lot 1, Con. 4; valued at \$10,000. Is at present Township Reeve. Was born in Peel County, 1839. Settled here in 1869. P. O., Chatsworth.

Stevens, Alexander, farmer, residing on West half Lot 11, Con. 9. He has 100 acres, worth \$3,000. Came to Grey Co. in 1874 from Scotland, where he was born, 1835. He holds the office of Township Clerk. P. O., Marmion.

Thompson, Allan, farmer. Owns 600 acres, being Lot 18, Con. 10 and 11, and Lot 16, Con. 12, worth \$14,000. Was born in Ireland, 1823, and settled in Grey Co., 1874. P. O., Chesley.

White, William, farmer, residing on Lot 4, Con. 2. He owns 100 acres; valued at \$3,000. Came to county in 1845. Was born in Ireland, 1827. For some years was Assessor for township. Is a Justice of the Peace. P. O., Chatsworth.

Wright, Joseph, farmer and saw mill owner, residing on west half Lot 13, Con. 5, 50 acres, worth \$5,000. Came from Wales, where he was born, 1821. Settled in county, 1855. P. O., Desboro.

Ward, Edward, farmer. Owns south half Lot 12, Con. 16, 100 acres, worth \$2,000. Born in Ireland, 1839. Settled in county, 1853. He was for some time County Constable. P. O., Marmion.

SYDENHAM TOWNSHIP.

Buza, William, harness maker. Annap P. O.

Ballard, Peter, farmer, Woodford P. O. Owns and occupies Lot 14, Con. 1, South.

Donald, John D., farmer and cheese manfr. Owns Lot 20, Con. B. Annap P. O.

Dickson, Thomas, miller. P. O. address, Annap.

Gibson, James, farmer. Owns and occupies Lot 17, Con. A. Leith P. O.

Giardner, James, farmer. Woodford P. O. Is present Deputy Reeve of the township. Owns and occupies Lot 10, Con. 1, South. Owns in all, 500 acres.

Harkness, Gideon, farmer. Occupies Lot 32, Con. B. P. O. address, Annap.

Johnstone, William, farmer, and Postmaster at John son P. O. Owns 180 acres in Lot 11, Con. C.

Luten, Thomas, farmer. Woodford P. O. Is the owner of Lot 19, Con. 1.

Leonard, Thomas P., farmer. P. C. address, Woodford. Owns Lot 12, Con. 2.

Leonard, William, farmer. Owns Lot 10, Con. 1, South. P. O. address, Woodford.

McCutcheon, Robert, farmer. One of the most influential men in the township. Has been Reeve several times. Owns and occupies 300 acres in Lots 22 and 23, Con. 3. P. O. address, Woodford.

Porter, Josiah S., farmer. Owns and occupies Lot 15, Con. 2, South. P. O. address, Woodford.

Reid, Hugh, farmer. Has officiated as Reeve of the township. Owns and occupies Lot 40, Con. C, embracing 92 acres. Annap P. O.

Rae, Benjamin, farmer. John son P. O. Is the owner of Lot 12, Con. B.

Rutherford, Thomas, farmer. Owns Lot 35, Con. A. P. O. address, Leith.

Turner, W. W., farmer. P. O. address, Owen Sound. Owner of 353 acres, including Lot 7, Con. 11.

