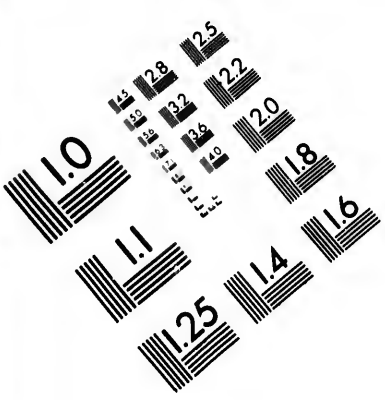

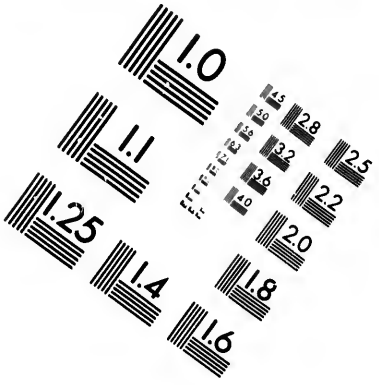

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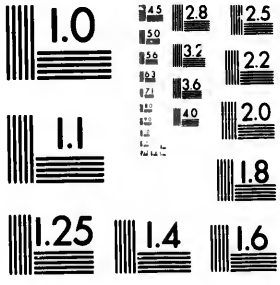

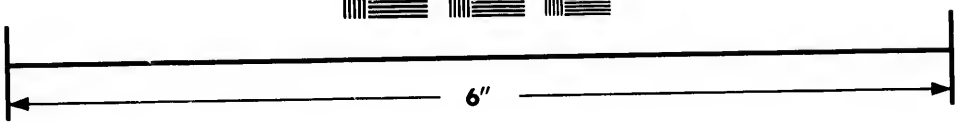

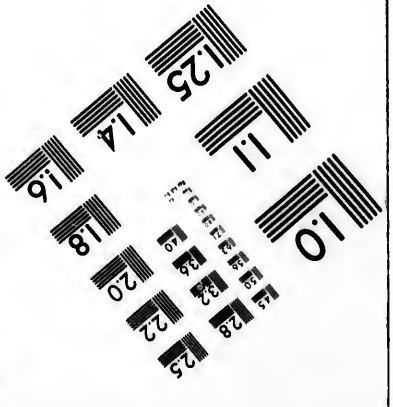

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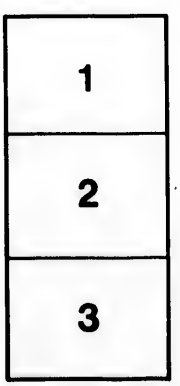

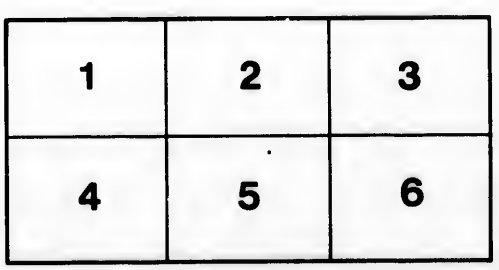

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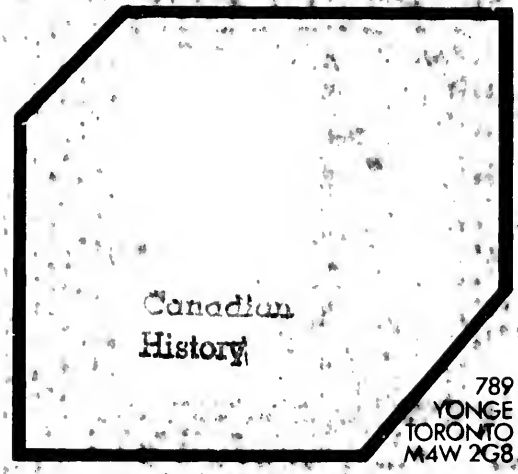

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IN the month of March, 1896, the Council of the Township of Hamilton received a communication from the Provincial Historical Association of Ontario, advising them that the 24th day of June, 1897, would be the four hundredth anniversary of the discovery of the Continent of North America, or Canada, under British auspices, by Cabot; that the summer of that year would be made the occasion of a grand National, Canadian, Historical celebration, and requesting the Council to appoint the most suitable person or persons in the municipality to compile an attested history of the township. The Council therefore decided it proper and desirable to comply with the request of the Provincial Historical Association of Ontario, and in accordance with their wishes, this work has been undertaken by Walter Riddell, Esq., a gentleman who has for over 60 years taken a prominent place in agricultural and municipal affairs in this township.

THE Township of Hamilton is the most westerly Township in the County of Northumberland, one of the counties of the Old Newcastle District. This township is bounded on the east by the township of Haldimand, on the south by Lake Ontario, west by the township of Hope, county of Durham, north by Rice Lake, and a small part on the northwest corner by the township of South Monaghan. The Township of Hamilton may be described as a fairly average township for the growth of crops or the production of stock. The land for two or three miles north from Lake Ontario is generally level ; the soil being clay, or clay loam. Behind this is a series of low hills and undulating land, which seems to have been at some former period a lake beach. The soil on this rolling land is of a lighter quality, in some cases gravelly, in others covered to some extent with large boulder stones, such as geologists attribute to the action of icebergs. Behind these we reach the highest land between the lakes, and then the plains that reach nearly to Rice Lake. On these plains the top soil is of a loamy nature, with a clayey subsoil. They produce good crops of all kinds of grain and roots.

The Township is fairly well watered by springs and creeks, and water can in most cases be got at no great depth by digging. Beginning at the east side, the first creek is known as Covert's. This is a good sized creek. There used to be a grist, and oat meal mill on this creek. About a mile west from this there is a small creek that used to run all the year, but now goes dry in summer. On this stream there used to be a distillery and tannery. About a mile further west there is a large creek—McDonald's creek by name. On this creek there was a tannery. West from Cobourg there is the largest stream in the township. It has many widely-spreading branches. The east branch of this creek rises in Haldimand and enters this township near the front of the fourth concession, while its west branch reaches lot 24, thus draining a large part of the front of the township.

Upon entering the township it formerly drove Williams' saw mill, shingle and carding mill. It also furnishes water-power for all the mills, etc., about Baltimore. Near the rear of the second concession, this branch is joined by Solomon's creek, which rises near the rear of the sixth concession, and used to drive Roberts' grist mill, Fisher's, Burnett's and Cochrane's saw mills, Dawson's oat meal mill and Solomon's saw mill. Another branch of this creek formerly drove Lent's grist and saw mills and McKeyes' grist mill. Still another branch of the main stream flows past Camborne, and formerly was the power for a grist mill, a saw mill and a pail factory there. These two branches unite a little south-west from the site of McKeyes' old grist mill, here they turn eastward and used to furnish the water-power for a saw mill, pail factory and distillery, formerly situated near the old court house. They then join the main stream, which, after being reinforced by Solomon's creek, used to drive the Leaderhough planing, carding and shoddy machine, White's grist mill, Perry's mill, Ham's mill, a carding and fulling mill, axe factory, distillery, and a large woollen factory, before entering the lake. This creek was known as Jones', Henry's and Ham's. On account of having so many tributary branches this creek is subject to big floods, not only during the season of the usual spring freshets, but even in summer. On the 11th of July, 1838, after an exceedingly heavy rain storm, nearly all the dams and bridges were swept away ; and on the first of June, 1889, a heavy flood carried away the railroad bridge and all the road bridges, costing the township several thousand dollars to replace them and repair the damage done to the roads, beside the expense for loss of mill dams. On the west side of the township is another creek that rises near the rear of the fifth concession and has several small branches. It used to drive Bouskill's and Dean's saw mills. It runs into the lake at a point near the boundary line between this township and Hope, and used to be known as Gage's creek. There used to be two or three small creeks which crossed the front road, west. These now only run in the spring and are dry during summer.

Old settlers tell that when the township was first taken up the bateaux and schooners on the lake used to come up the

creek at Cobourg nearly as far as the bridge at the woollen factory. The first grist mill in the township was built on this creek sometime previous to the year 1818. It is stated that at one time vessels could come in and find shelter in the old harbor nearly opposite the Gull Island lighthouse.

There are other streams running north into Rice Lake. On one of these near Harwood, grist and saw mills are situated. Another stream near Core's Landing, formerly furnished the water-power for a carding and fulling mill. Another, sometimes called Cold creek or Goose creek, runs across the seventh concession, driving Sackville's saw and shingle mills, and runs into Rice Lake east of Bewdley.

FIRST SETTLERS.

Parts of the Township of Hamilton were surveyed in 1791 by a Mr. Jones, and part in 1795 by a Mr. Hamly. About a century ago settlers began to come in, and two crown patents, possibly among many others, were granted in 1798 to Messrs. George Shaw and Joseph Ash. To this brief history of our well-known township we have appended a list, containing the names of 120 persons who received patents before 1812, thirty-five at least of these were granted by the year 1805. It required about fifty years to complete the settlement of the township. Of this early colonization the writer of these notes knows little, and that little only by tradition and by conversation with pioneer settlers. The first person to erect a residence within the corporation of the town of Cobourg was a Mr Elias Nicholson. His small cabin, built in 1798, is believed to have been the first house erected in this neighborhood. The first store had its site on or near where King-st. now is, in 1802 just four years after the first dwelling house was erected in our town. This small general store was started by Elias Jones, who also, with assistance from Government, built the first grist mill on the large creek north of the bridge at the woollen factory. The first waggon ever run through the Township of Hamilton was built by Elijah Brock, who came into the country about 1808. The Parker and Stanton families were among the first to settle here. The late Oliver Stanton is said to have been the first white child born in this township, about the year 1800 or 1801. The colon-

ization of this county seems to have taken place from the east, westward ; the townships of Murray, Cramahe and Haldimand having been settled before Hamilton. As far as we can judge, the settlement of the township proceeded at first on two lines, first between concessions A and B as far as lot 20, and then between concession A and the first concession. The other line of colonization was along the Danforth road, that winds through concessions first and second until it reaches lot 25, and then follows the line between the second and third concessions through the rest of the township.

The first settlers seem to have been principally United Empire Loyalists or their descendants, men who would not turn from their allegiance to their king, but who chose rather to see all their property confiscated and themselves exiled and forced to make their home in a new country, where they could still dwell under the protecting folds of the British flag for which they had braved and endured so much. Up till the year 1837, the town of Cobourg formed part of the township of Hamilton, so it is impossible to distinguish in the earlier years between those that settled in the town or in the township. When we first knew the township, the principal settlers along the first line of colonization from the east were the Mallory, Phillips, Stanton, Covert, Brock, Ash, Boswell, Wolcott, Buck and McDonald families. Then west of Cobourg the Burnham, Nichols, Jones, Stiles, Gifford, Rowe, Wilder, Hagerman and Wade families, beside many others. On the second line, the first settlers were the families of Jaynes, Parker, McKague, Blezard, McEvers, Lacy, Bates Lindsay, McKeyes, Smith, Dean, Hagerman, Hollenbeck, Seton, Harris, Richmond, Sowden, Bouskill and others.

Though the old settlers often spoke of the war of 1812, they did not seem to have suffered much from it. They used to speak of the cost and difficulty they had in procuring salt and some other articles they had been in the habit of getting from the United States. The war of 1812-15 was followed by several bad seasons, especially the year 1816, which was very cold and when there is said to have been frost every month in the year. No corn ripened, fodder and provisions were scarce and dear.

In many respects it was a very hard year and greatly retarded the settlement. About 1820, what was known as old country settlers began to come in, and about that time Messrs. Covert, Jeffrey, Wade, Plews, Wallace, Spear, Dale, McCormick, Powell, Rowe, etc., came in. The largest emigration into Canada was in the years 1830, '31 and '32 At that period a large number of colonist families came in and spread all over the township, filling up around Baltimore, Coldsprings, and other parts. Space will not allow of us giving names From this time up till about the year 1850, emigrants kept coming in, though in fewer numbers. Since that period very few have come in.

The first settlers required to be brave men and women with stout hearts and strong arms, to enter our unbroken woods. It was a formidable undertaking to be buried in them, and day after day to go forth to make war against the forest trees and hew them down with the hope of working themselves out to the light of day, making for themselves and children a home. The old settlers tell many interesting stories of the hardships they had to endure, of the scarcity of necessary food and clothing, the hard shifts they were put to to procure these things. Of their endeavors to eke out their scanty fare by fishing, shooting birds and hunting deer and bear, by wild rice and greens from various plants. Even after they had grown some crop, of having to pound out their corn in some hollow stump or log, which perhaps they could still point out to their children. Of having to carry their wheat to Kingston, the nearest mill, in boats Of, on one occasion, having been driven into Presque'Isle for shelter and of being frozen in there; or of their having to carry on their backs all the flour they needed for the winter's use through twenty or thirty miles of woods. A settler would come in and either draw or buy a lot, chop down a few large trees and put up a shanty, covering it with bark or split basswood logs Leaving for a short time he would come back bringing his wife with him, the young couple having taken their wedding jaunt over a blazed track through the woods, carrying all their worldly possession on their backs, making their bed of cedar or hemlock boughs, setting themselves down in the forest to subdue the wilderness and by patient industry and perseverance hew out a home.

A late writer in reference to this subject, and his statement is just as applicable to Hamilton as to any other township says: "The pioneer days of Ontario's early settlement are fast receding from view, but I sometimes think it would be well to recall some of the heroes and heroines of that past, for theirs' was a life-long consecration to the good of those who succeeded to the rich inheritance, conquered from the forest. The luxuries which we now demand as necessities, were to them unknown, and their toil was long and arduous. Mechanical appliances to lighten labor were almost unknown, but theirs was a community of interest that united scattered settlements in one common brotherhood. And then there were social gatherings where hilarity was unbounded. Bees for every conceivable purpose were organized—husking corn, paring apples, cutting logs, raising buildings, logging, quilting, were each in turn the occasion of festive gatherings. And when lads and lassies gathered in the large kitchen and danced to the rollicking tunes of some amateur fiddler, there was no occasion for pity nor anyone who thought their lot a hard one."

It has often been remarked of Upper Canada, that the first settlers were not destined to be the permanent occupiers of the land, and that in the course of a few years the original colonists were almost superseded by an entirely different class of persons. Some became discouraged by the hardships they were called upon to endure and left, others after making a clearance sold to some new comer and went anew to the bush. Clearing a farm from the forest and working a farm after it is cleared are two very different occupations. We have heard pioneers say they would much rather go into the bush and chop and log and clear up land than plant and plough after the land was cleared. As a class the old settlers were a hospitable race, they welcomed you to their homes with utmost cordiality and cheerfulness, and shared with you the best they had even if their pantries were not overfull.

ASSESSMENT OF 1826.

Through the kindness of Mr. J. Williams, we have had an opportunity of examining the collector's roll of this township for the year 1826, at that time Cobourg was included in the

township. On that roll there are 297 names, and we judge that one-third of these resided within the limits of what is now the town of Cobourg. Of the others, one, on the roll, David Sidey, was on the 7th concession, three were on the 5th, ten on the 4th, thirty-two on the 3rd, and the rest were all on the 1st and 2nd and A and B concessions. 19,481 acres of land were returned as uncultivated and 8091½ acres cultivated. The total value put on assessable property was £24,805 equal to $99,221.20. The rate was one penny on the pound for district purposes and one quarter of a penny to pay members of the House of Assembly, and the total amount collected was 129 pounds, 15 shillings and ninepence, equivalent to $519.37. Out of the 297 names, 70 are assessed for personal property only, the rest on real property. Ten men are designated esquires and two reverends, Twenty-one persons, whose names appear on the roll, were assessed for a cow only. The highest tax paid by one individual was $15.37, the lowest less than three cents; four individuals paid over two pounds; 25 over one pound; all the rest under one pound or less that $4. Twenty-eight persons paid four pence and under. The rate was assessed on square-log, frame, brick and stone houses, and on additional fire places. There was no assessment on common log houses. On land cultivated and uncultivated, various rates were charged. On mills, horses and cattle there is returned:—horses of all ages 478, cows 642, young cattle 230; no mention is made of sheep or pigs. Six square timber and eight frame buildings of two stories with 30 additional fireplaces were assessed, 26 frame, brick or stone buildings under two stories with 52 additional fireplaces, one mill with one pair of stones, two mills with additional stones, three sawmills, two stores, one store house and five pleasure waggons. The collector was John McEvers, father of the late Wm. McEvers; the assessor, Willis McKeyes; the clerk, Lewis Stiles. We have been thus particular with this roll as one seventy years old is seldom found.

REPRESENTATIVES IN PARLIAMENT.

Politically this township has always formed part of the county of Northumberland, which up to the year 1840 reached from the Trent river on the east to what is now the western

boundary of this township, and rom Lake Ontario as far north as there were any settlers, including the territory now known as east and west Peterboro, and east and west Northumberland. Hamilton township, including Cobourg, furnished at least three members to the Parliament of Upper Canada, viz., — Burnham, afterwards Legislative Councillor, Henry Ruttan and Archibald McDonald. There may have been others. The elections for this county for 1834 and 1836 were held in this township at Sully about a mile west from Harwood.

In 1840, the year in which the two Provinces of Upper and Lower Canada were united under one Parliament, the Colborne District was set apart and this county confined to what is now east and west Northumberland. Up to the time of the confederation of the Provinces and the formation of the Dominion House, this township sent four representatives to Parliament. These members were G. M. Boswell, Sidney Smith, James Cockburn and Asa A. Burnham. It has been represented in the House of Commons since confederation by James Cockburn, Wm. Kerr, Q.C., John Hargraft and Geo. Guillet. In the Ontario Assembly the representatives from Hamilton have been Alex. Fraser, Charles Gifford. Wm. Hargraft, John Field, Robt. Mulholland, and C. C. Field, the present member for West Northumberland.

MUNICIPAL GOVERNMENT.

Up to the year 1842, our municipal government was of the old town meeting type, when all householders were expected to attend at the court house, or some other central place, on the first Monday in January to elect a clerk, pathmasters, pound-keepers, fence viewers, and an assessor and collector. These all held office for one year and were eligible for re-election. When required, the Quarter Sessions had power to lay out and open roads, and to grant sums of money to repair roads and bridges. The rest of the work on the roads had to be done and the roads kept in repair by statute labor. In the year 1841, a Bill was passed creating District Councils, this municipal body to be composed of two members from each township. The first representatives elected from Hamilton township were Wm. Weller and John Creighton. This District Council existed until 1850,

when a new law creating County and Township Councils came into force. The reeves of Township Councils, and where these sub-divisions had more than five hundred ratepayers, the deputy reeves, formed the County Council. This law, although much altered from its original reading, is still in force. Until the year 1866 the Council elected the reeves and deputy reeves; since that time the township has elected them. There have been in all twenty reeves; eleven of these were elected by the Council and nine by the township.

The first township clerk was Geo Stewart, Camborne, who was succeeded by Charles Bourn. In 1859, George Stewart was again appointed to the office. On his death, his son, George Stewart, Jr., succeeded him. In the year 1867, James Wilgar was appointed clerk and held the office until his death in 1887. He was succeeded by A. R. Eagleson, who in turn was succeeded by James Stewart, the present clerk of the Council. In all six persons have held the office since 1851, the year in which Township Councils were first instituted.

The first township treasurer was Robert Harstone, Baltimore. When he left the township, his son-in-law, Wm. Johnston, was appointed to the office, which he held for about two years. Then, in the year 1867, Chas. Neill was appointed treasurer, making in all four persons who have held the office.

THE FIRST COURT.

We cannot say when the first court house and goal was built in this township. The present one was built in the year 1830, for a place in which to hold court for the Newcastle district, and all courts, councils, etc., were held there until after the Cobourg town hall was built, which since then has been the convening place for all such assemblies. There was a Court of Assize and Nisi Prius for the Newcastle district held in 1803, but it was probably held at Presque'Isle, as there was a town laid out there, called Newcastle, at that time. We have been shown some ruins, said to be the foundation of the first gaol for the district. In the year 1804, Judge Cochrane, with his court, councillors, crown officer, sheriff, and prisoner to be tried, were all lost in the schooner Speedy on their way to Presque'Isle to try an Indian accused of murder, said to have been committed in the

Newcastle district. It is very probable that they moved here after that sad event. Courts of Oyer and Terminer, general gaol delivery, were held in the district in 1807 and 8, and they may have been held in this township. In that part of the town where the gaol is now situated, was at one time a considerable village, called Amherst in all old legal documents.

VILLAGES.

There are several villages in the township. Baltimore, on the main line between the 2nd and 3rd concessions, on lots 7 and 8, is the oldest. The late John McCarty used to say that he was the father and founder of this village. There are three grist mills in Baltimore, Lapp's being the oldest. Then there is Mann's, formerly McDougall's, and before that Foley's; and McDougall's new mill, now owned and operated by Mr. John Ball. There is also a woollen factory, a carding and fulling mill, a pump factory, cheese factory, several carriage and waggon shops and blacksmith, harness and shoemaker shops. This village formerly had a tannery, two saw mills and an axe factory. Baltimore has several stores, a post office, school, two churches, two taverns and a number of pretty private dwellings. As it is situated on a leading gravel road, with a wide back country, there is a large amount of travel through this place and it also does a good country trade.

The village of Harwood is situated on lots 3 and 4, in the 9th concession, on the south shore of Rice Lake. When the Cobourg and Peterborough Railway was first built, there was a station erected at this place and that formed the nucleus of this village. Harwood has a church, school, post office, and several stores, while all the various trades usually found in villages, are represented. It has two hotels. During the season, many sportsmen resort here for boating, fishing, shooting, etc. A large steam saw mill during the summer used to furnish employment for quite a number of workmen, but sometime within a year it was torn down and removed. There is a grist mill near the village.

On the Rice Lake road, on lots 20 and 21, 2nd concession, is Precious' Corners, where there is a post office, store, school, blacksmith shop, etc. Proceeding north from here on the gravel

road we come to Camborne, which in addition to its postal delivery, has a church, store, school, blacksmith and carpenter shops. There used to be a saw mill, pail factory and grist mill at this place. The latter mill was at first driven by water, then by steam. It was burned down some time ago and has not been rebuilt. Here the road to Bewdley branches off from the gravel road. Going on still farther north, the next place is Coldsprings. This village may fittingly be termed the capital of the township. Here is situated the Township hall, where all the municipal business is conducted, and where all of the elections used to be held. Beside this building there is a drill shed, Orange hall, school, church, post office, store, cheese factory, etc At the crossing of the line between the 5th and 6th concessions, there is a little cluster of buildings, a church, store, blacksmith shop, etc., sometimes called "Derry." During the time emigration to the back country was at its height, this Rice Lake road was a stirring highway. Emigrants were landed at Cobourg and carried over this road to Sully and other places on the lake and from there by steamer, sail or row boats, to Peterborough and other points in the then back country. Beside this, before the railway was built to Harwood, large quantities of flour, lumber, etc., were brought in over this road for shipment at Cobourg. Where the road branches off through the 7th concession, there is the village of Plainville, which contains a post office, store, blacksmith and carpenter shops. Proceeding still farther north we reach Gore's Landing on the shore of Rice Lake. This used to be a flourishing village before the time of railroads. Beside the flour and lumber trade, it was a favorite resort for travelling and local sportsmen, bent on their favorite pastime of boating, fishing and shooting. At Gore's Landing there is a post office, stores, two churches, and formerly there was a flourishing private school (Mr. Barron's). This village has a boat and canoe factory that turns out very fine work. Just east of this village, J. B. Fortune had a steam saw mill that at the time the railroad bridge was building, did a large business. There was also a carding and fulling mill near here.

The only other village we will notice is Bewdley, situated at the head of Rice Lake, at the terminus of the Port Hope gravel

road, the main highway from Peterborough to Port Hope. There was formerly a large travel over this road, and the steamboats on Rice Lake used to call at this place. There was a large steam saw mill here, but this was burned down and never rebuilt. There is a post office, churches, stores, and all the tradesmen usually found in villages. Near Bewdley on a branch road is Sackville's saw mill. This mill was built at first by a Mr. Banks, who had some peculiar notions about banking and started a Farmer's Bank, which however did not prove a success. There was formerly a steam saw mill, Charles Neill's, on lot 19, in the 7th concession, and another—McCarthy's, about lot 12 in the same concession. Both of these mills were burned down and never rebuilt. Messrs. McDougall and Ludgate, built, about 1869, a large steam saw mill on the shore of Rice Lake, near Sully. This, after running a few years, shut down and has since been sold and removed.

There are eight post offices in the township, viz , Baltimore, Harwood Precious' Corners, Camborne, Colds rings, Plainville, Gore's Landing and Bewdley All these offices have a daily mail, Baltimore by the stage running from Cobourg to Roseneath, Bewdley by stage from Port Hope, and all the others by stage from Cobourg to Harwood.

RAILWAYS.

The Grand Trunk Railway passes through the township on concessions A and B. In 1854 the Cobourg and Peterborough Railway was built and carried across Rice Lake on a wooden bridge. In a year or two this bridge failed. Since that time, however, the road has been kept open to Harwood in summer, principally to bring in the lumber sawn at the large mill there.

GULL ISLAND LIGHT HOUSE.

An account of the public works in the township would not be complete without reference to Gull Island Light House, which is described in volumes of naval reference as being situated in 43., 54 ′ 15, north latitude, and 78 ° 16 ′ 04, west longitude—on Lake Ontario, about two miles from land, nearly opposite lot 30 of the township of Hamilton. It is a round structure, built of stone, 48 feet high, with one large fixed light. The

height of the light above the water is 45 feet and can be seen ten miles in clear weather. Work was begun on this building in 1836 but it was not completed until the year 1840. The first keeper of this light-house was William Owston, Jr.; the next was George Roddick. Tradition says that there was a small island where the light-house now is, which was washed away by the storms on the lake. We have heard of some old settlers who recollect the island with three trees growing on it. Several steam-boats got on this rock before the light house was built. On one occasion, the "William 4th," on her way to Toronto got on a rock here and her cargo had to be taken off in small boats. After being lightened she floated, the lake was calm, but the stoppage detained her for a whole day. On another occasion the "Constitution," of Oakville, was stranded here for a day and had to be lightened before she could proceed on her course. Beside these several other vessels at different times have got on this rock. The most serious casuality took place on Dec. 2nd, 1848, when during a severe storm the schooner "Canada" was wrecked on a rock near the light-house and four of her hands were drowned.

PLACES OF WORSHIP.

On the first settlement in the township, and for years after colonists had come in and taken up land, there were no churches or schools. Those who feared God and kept up worship in their families, did so under great difficulties. The Word of God was read by the uncertain flickering light of some fat pine knot, before lamps or even the home-made tallow candles were obtainable. After a time the Gospel was preached by travelling ministers, those brave sons of a noble itinerancy, who rode on horseback with their books and much of their worldly possessions in saddle-bags, following a blazed path hrough the forest from one settlement to another, visiting scattered families to pray and exhort with them concerning the way of life, sometimes making their bed at night beneath the widely spreading branches of the forest shade, men who might have filled positions of trust and honor in older settlements but who were content to live where they would count most in the onward progress and good of mankind. Meetings were at first held in private houses. Messen-

gers travelled mile after mile informing the colonists that there would be service in such a home on such a day and soon a little company would be gathered together to hear the glad message of the gospel. Afterwards when school-houses were built throughout the land, these structures, often built of logs, were used for places of worship. Then as the people increased in numbers and wealth, churches were erected, whose tinned spires gleamed brightly in the sunlight and around which heaved the turf in many a mouldering mound, for adjoining the church was usually the burial-ground of the community. The first of these sacred edifices erected in the township was built in Cobourg and for many years all in the settlement who wanted to attend service from any part of the township, came to town, and whatever their persuasion, worshipped at the same church. As the township filled up, churches were built for the various denominations represented by the colonists, and now they are within the reach of all who desire to hear the Gospel proclaimed.

SCANT EDUCATIONAL PRIVILEGES.

Another of the difficulties the early settlers had to encounter was a lack of schools In the sparcely settled colony enough children could not be found within reasonable distance of each other to form a school, and beside this school houses were very few, and where there were buildings suitable for this purpose, a school could often only be kept open for a few months in winter. Another difficulty was the trouble to procure suitable teachers. Sometimes a man unable or unwilling to do any other work was set to teaching, and the result was he rendered but an inadequate service. Others of the schools were taught by women, who, however anxious they may have been to do good, had little education themselves. The New Testament was one of the first text books, and the Sampler had a conspicuous place on the curriculum of prescribed studies. Schools, too, were very expensive, not less than two dollars a quarter for every pupil, often more. So some people found it very difficult to raise the needful cash to pay for the schooling of their large families, and children had to put up with far less education than is now thought necessary. The teacher had no board bill to pay, but was boarded round among the families in the section, an arrangement that

sometimes was not very pleasant for either teacher or people. There are now eighteen schools in the township and all are free. So, if their is any lack of education, it is not for want of places of learning and well-trained teachers.

AGRICULTURAL ENTERPRISE.

The people of the township have always taken an active, intelligent interest in all agricultural improvements. The first Agricultural Society was formed on the 17th of May, 1828, and although the meeting was at Colborne and the roads were in a very bad state, at least seven or eight of the twenty directors were from this township. When the present county society was formed at Grafton in 1837, of the 102 members for that year, there were at least 42 from Hamilton township, including Cobourg. At the first agricultural show ever held in this county, on Oct. 19th, 1829, of sixteen successful exhibitors two were from this township, viz., Christopher Hinds, who won first prize on best cow, and Elijah Brock, who showed the best yoke of working oxen. In the year 1830, the County Agricultural Society offered five prizes for the best managed farms in the county. Of these prizes, two were awarded to farms in the township of Hamilton. At a show held in Cobourg on the 18th of May, 1831, of the 35 awards offered, 11 were given to residents of this township. Of the amount of money offered in prizes, at least $57 was paid to farmers in Hamilton township, and there may have been more, as there are several names on the list that we do not know in which township they lived. At all our county shows this township has got its full share of prizes, and also at the provincial exhibitions they have carried off a considerable number of awards. At the first sixteen exhibitions for the province, residents of Hamilton township secured in all 530 prizes. When the present County Society was formed, the committee appointed from this township were Hon. Zacheus Burnham, chairman, and Robert Wade, William Brown, and A. A. Burnham, with H. Ruttan as one of the general vice-presidents.

The first Township Agricultural Society was formed in 1847 and held its first show in 1849 near the old court house. This society held an annual show for many years, until they merged their funds with the County Society. During all the time this

organization existed they gave prizes for roots and corn growing in the field, and when they amalgamated with the County Society they arranged with them that this practice should be continued. This Township Society always had more members than any other organization in any sub-division of the county.

The Canada Company's prize for the best 25 bushels of fall wheat was once awarded to Thos. Cullis, and the second award was given six times to T. McEvers, the third prize three times to T. McEvers and once to J. Cullis. We cannot say as to the prizes for spring wheat, barley, oats, peas and beans awarded to residents of this township. Three gentlemen from this place have been presidents of the Provincial Association, viz., H. Ruttan in 1849, John Wade in 1860--the year the Prince of Wales visited the exhibition, and A. A. Burnham in 1863.

ROADS AND BRIDGES.

For many years all our roads were such as could be kept by statute labor, the soft places made of corduroy and the rest graded with earth. The Quarter Sessions occasionally granted a small sum to help bridge some large creek or mend some very bad place in the road. In 1825 this Court voted a grant of $200 to improve the road to Rice Lake. The highways, especially in spring time, were often in a very bad condition, in some cases almost impassable, so it was necessary that something should be done to improve them. In the year 1847, Acts of Parliament were passed for the Cobourg and Port Hope gravel road, the Cobourg, Grafton and Colborne gravel road, and for the Cobourg and Rice Lake plank and Ferry Company, and for the Baltimore gravel road sometime afterwards. The Cobourg and Port Hope gravel road was made in the summer of 1848. Toll was first taken on this highway in October of that year and has been exacted ever since. The Cobourg and Grafton road was planked when first made, but as the plank soon wore out it was found necessary to gravel it. The Cobourg and Rice Lake road was at first planked to the bridge on the 3rd concession, the remainder was gravelled. This highway, although there was a heavy travel on it, never paid well, as it was costly to keep up and there were many other adjacent roads which could be travelled in summer time and during the season of sleighing, and by doing

this the tolls were avoided. The Company finally abandoned it in 1881. About the year 1847, the Government built a gravel road from Port Hope to Bewdley. It touched the boundary line between this township and Hope at the fourth concession and run into this township at the fifth concession, reaching from there to Rice Lake. This road cost $29,527.50. When the Counties gravel road was built, a part of the northern gravel road was on the boundary between Hope and Hamilton. There is also a gravel road from the village of Baltimore to the Haldimand town line. Our Council has always voted a large expenditure for the improvement of our roads and for building bridges, and our highways are now mostly in good condition for common roads.

The Upper Canada Legislative Council gave grants for much needed roads and bridges in 1831, when $4160 was voted for roads in the Newcastle district. The grants relating to the township of Hamilton were :—On the road leading from Cobourg to Rice Lake, $300. Dr. John Gilchrist and John McCarty were appointed commissioners to see the amount properly expended. On the road leading from Burns tavern in the township of Hamilton to the boundary line between Northumberland and Durham, $100, to be paid out under the direction of the same commissioners. On the road from Stewart's Settlement to Baltimore, $100; John Brisbin and John McCarty, commissioners. To cut down a hill and repair a bridge on a back road in the township of Hamilton in the rear of Levi Bates' farm, $100 ; Wm. Faulkner and Levi Bates acting as commissioners. On the boundary line between Northumberland and Durham, $400; Here, E. Perry, John Hall and John Huston were appointed commissioners.

IMPORTED HORSES.

Our notice of the first introducers of improved stock and implements must necessarily be brief. There was no great improvement in our horses until the County Agricultural Society brought in "Ploughboy," who left some good stock. The Township Society also gave prizes to "King Alfred," "Rainbow," "Rockingham," and other horses. Robert Brown travelled two good horses, "Sir Charles" and "Grey Highlander."

John Mason travelled "Clyde Briton." Messrs. Underwood owned two, "Prince of Wales" and "Lord Byron." R. Copland imported a fine Clydesdale horse, that was kept in the township for some time. N. Grimshaw imported "Suffolk Punch." Many other residents imported and brought in good horses, which they travelled through the township.

CATTLE.

Robert Wade was the first to introduce the Durham breed of cattle. "Forrester," a bull owned by him, was a fine animal and left some good stock. Ralph Wade, who was killed at the DesJardines bridge accident brought in some fine stock. His brother, John Wade, followed in his father's steps, and the family were long successful exhibitors at our local and provincial exhibitions. George Roddick also imported some good Durhams, and A. Alcorn and J. Pratt had small herds. Of late, W. Westington, C. & J. Carruthers, D. E. Boulton, H. Carruthers and many others have bred herds of stock that have secured many awards at the Provincial Exhibitions. The first Devon bull was introduced by T. Eyre and afterwards owned by J. Mason. When in the latter's possession, this bull, "Billy," won many prizes, both local and provincial. A. A. Bernham, Wm. Mason and Wm. Eagleson formerly owned herds of Devons, but S. Harper has the only herd of them in the township at present. One of his Devons carried off first prize for the best milch cow at the Industrial Exhibition, Toronto. Robert Brown was the first resident of the township to bring Ayrshires, and as they were successful, others soon got them. P. R. Wright was for a long time the largest breeder of them. He secured many prizes, local and provincial, winning twice the herd award for Ayrshires at the Provincial Fair. John Newton, J. Pratt and others owned herds of this stock, but now M. C. Fox has probably the largest herd of them in the township. Galloway cattle were imported into Hamilton township in 1854 by Wm. Roddick. They did not prove to be favorites with our agriculturists and so did not spread much. We think there are none of the breed now in the township. Of late, Holsteins and Jerseys have been brought in. Time will tell whether they will supersede all other stock or not.

SHEEP.

The common sheep in the township were a very useful breed, white faced, with fine rather short wool, and when killed proved to be in better condition than one would judge from their appearance. The first to bring in an improved breed was Robert Wade, who, in 1837, brought in the Teeswater class, and soon afterward Wm. Brown imported some Leicesters. This was the beginning of improvement in the township's stock of sheep. George Roddick, R. Hume, A. Alcorn, P. R. Wright and Ralph Wade also made importations of sheep, principally Leicesters, and many of our farmers still have flocks sprung from these. A number of years after this, about 1854, Wm. Roddick brought in some Cheviot sheep, these were not as popular as the Leicesters, although one or two of the residents of this township had small flocks of them. We do not know of any pure Cheviots in the township now. Thomas Taylor imported some of the Southdown variety, but this class did not seem to take well and consequently did not spread much throughout the township. The fine-woolled sheep seem to have never been favorites here. A. A. Burnham used to have a small flock of Southdowns, and we think Wm. Eagleson had a flock. D. E. Boulton owned some Shropshires.

SWINE.

There have never been any noted breeders of swine in Hamilton township, although P. R. Wright has been the successful exhibitor of some fine Suffolks at both the local and provincial exhibitions. The breeds most common in the township are Berkshires and Yorkshires, with their crosses.

Very little stock, except horses, were stabled before 1840, but the great losses of stock by the severe winters of 1835 and 6, and again in 1843 and 4, turned the attention of farmers to the advisability of providing better shelter for their stock. Now cows, calves and feeding cattle are housed during winter.

IMPROVED IMPLEMENTS.

The first settlers in the township needed but few implements. An axe, a log-chain, a neck-yoke, a drag and a home-made sled usually made up the list. But every year more acres

were cleared and made ready to crop, and soon other implements were needed beside these primitive ones, and waggons, ploughs, etc., had to be procured. At first all grain was cut with the cradle, or if badly lodged, with the scythe or reaping hook. The hay was cut with a scythe and raked with a hand rake. The first plough that came into use was the old Bull plough with only one handle and a wooden mould board. These clumsy implements were succeeded by iron ploughs—Lapfurrows, and many other kinds. The greatest improvement was the substitution of steel for cast metal mould boards. These, with steel or iron beams and wooden handles, are used on all our ploughs now. Previous to the years 1832 and 3, all the threshing was done with the flail or by treading out with horses or cattle. In 1833 a small threshing machine began to travel through the township. This machine was very inferior to the ones now in use. It was driven by four horses and could hardly ever thresh one hundred bushels of wheat in a day. Every year after 1833 some new and improved thresher was brought out. In the year 1843 a Pitts machine was brought in. This was considered a great invention as it separated the straw from the grain, and all threshing machines previously used in the county, sent out the straw and grain together, necessitating a great amount of shaking and winnowing and plenty of barn room. Soon after this a straw carrier, or stacker as they were at first called, was attached to the threshing machines.

All grain was cut by hand until 1843, when Daniel McKyes brought in a Hussey reaper, which we believe was the first reaper brought into this Province. This proved successful, and the Messrs. Wade brought in another of the same kind. In the year 1847, several McCormick reapers were brought into the township, but they did not work well. In 1848, Mr. Helm of Cobourg, began manufacturing reaping machines very similar to the McCormick. About 1860 a great improvement was introduced, and this was the self-raking reaper. Now nearly all our grain is harvested by self-binders. We do not know who brought the first of these machines into the township.

The mowing machine was several years later in coming into use than the reaper. About 1850, John Wade brought in the

first one of these implements, a Ketchum mower. These machines cut the hay well, but were clumsy and awkward to manage, although they were afterward improved. Many other varieties of mowers were invented later and came into use.

Previous to the year 1840, all our hay was raked by hand, but in that year the old revolving wooden horse rake was brought in. A. Crawford had the first one of these rakes we ever saw. It was a great labor-saver, and as the cost was small, they soon came into use in the township.

Two-horse cultivators came into use about 1854. Drill cultivators were used some years earlier.

Although there had been some seed drills used, they never came into general use until the Combined Broadcast Seeder and Cultivator was introduced about the year 1872. These machines, some of which had drills attached, soon spread over the township and are now in general use.

The first turnip seed drill ever seen in the township was made by J. Burnet, Sr., about 1837. It was used by the whole neighborhood.

The first silo in the township was built by Samuel Philip.

CHEESE FACTORIES.

In the year 1864 or 5, the first cheese factory in the township was built by John Wade & Son. After working for several years very successfully it was given up. The next building of this kind was erected by James Benson in 1867, in the 7th concession. This factory, after being used for some years, was sold and removed. In 1872, the Baltimore cheese factory was started, and has continued working ever since. A factory was built on lot 22, 7th concession, but only run for a few years. There was another cheese factory built in the same concession, but after a time was removed to Coldsprings, where it still stands and is running quite successfully. Still another cheese factary was built on lot 30 of the 2nd concession, and is still in use.

There has never been a creamery in the township.

FARMERS' CLUB.

There has been a Farmers' Club in the township for many years. This society, which may fittingly be termed the nucleus

of our present Farmers' Institute, was first organized in the year 1845, chiefly through the instrumentality of Sheriff Ruttan. In the year 1852 the club took a fresh start, and some of the papers read to this society by Messrs. Wade, Hume, Wright, Sutherland and others, were widely copied at the time, and might still be read with profit. This club was sometimes quite dormant, then it would take lively starts and hold sometimes as many as eight or ten meetings in a season.

APPENDIX.

Among the earliest grantees of land in the Broken Front and along the Lake Shore were :—Liberty White, Thos. Flemming, Joseph Purdy, James Benson, Richard Benson, Asaket Jerome, Ronner Perry, Geo. Ash, Sr., Geo. Ash, Jr., Stanborough Stanchliffe, Nathaniel Herriman, Nathan Williams, Elias Jones, Elind Nickerson, James McColl, John Eastman, Jas. Small, Geo Chislom, Abner Stevens, Geo. Wolcott, Samuel Ash, John Vaughan, Zaccheus Burnham, David Hamlin, Chas. Shaw, John Burley, Asa Burnham, John Taylor, Christopher Hagerman, Joseph Harris Those on the 1st concession were : Samuel Parker, Wm. McKeague, Elijah Ketchum, John Wallis, Eli Hull, Daniel Tubbs, Moses Martin, Daniel McKellyes, Aaron Greely, Christian Whitney, Robert MacDowell, Joseph Smades, David Kerr, Humphrey Gifford, Samuel Gifford, Abner Hagerman. On the 2nd concession and further back, commencing at the 2nd concession :—Andrew Johnstone, Samuel Purdy, John Wilson, Charles Peters, Walter Wilson, Martin Rush, John McCarty, Robert Sherriff, Charles Shaw, James Fisher, Handen Elsworth, Noah Dean, Daniel Haze, Nathaniel Hollenbeck, Asa Callander, Paul Hayward, Thomas Goheen, Alesier Fisher, Peter Maybee, Richard Wilkinson, Lydia Baker (afterwards Ferris), John Moneyean, Henry Redner, Richard Wilkinson, Thomas Schofield, Widow Anderson, Timothy Thompson, John Carscallen, Levi Barnum, Joel Culver, David Ferris, Banjamin Dean, John Vanatto, Wm. Griffin, George Crookshanks, Daniel K. Servos, Jeremiah Britton, Miles McDonald, Joshua Hicks,

Boltus Harris, Philip Reddick, Bernard Dyer, Martin Drader, Garrett Dingman, Elizabeth Devoe, David Dulmage, Susannah Dawson, Michael Kipp ler, Jane Oneit, Wm. Shepherd, David Williams, Mrs. Danforth, Nancy Rogers, Samuel Farrington, Catherine Edwards, Myndhert Harris, Samuel Sherwood, Alex. Duff, James Grant George Leith, Benjamin Nichols, Asa Brown, Isaac Hagerman, Thomas Mallory, Sally Jones, Wm. Ranseer, John Sharp, C. Bouchette, John Moore, John McLaughlin, George Storing, John McDougall, Guy Carlton Wood, and George Crookshanks—120.

JUSTICES OF THE PEACE.

Justices of the Peace of the Township of Hamilton in 1826, Cobourg included :—Wm. Faulkener, Wm. Sowden, Archibald McDonald, James G. Bethune, Elias Jones, Zaccheus Burnham, Robert Henry, John Spencer, Walter Boswell, and John Covert.

Justices of the Peace of the Township of Hamilton in 1855 : Archibald McDonald, Willis McKyes, John C. Boswell, James Philips, Angus Crawford, Thos. Page, Caleb R. Mallory, John Wade, Austin B. Carpenter, John Creighton, Samuel Campbell, Oliver Stanton, Geo. G. Boswell, William Burnett, Wm. G. Strong, James A. Gilchrist, Peter McCallum, Andraw Milne, George Stephens, and Harris Burnham.

Justices of the Peace of the Towhship of Hamilton in 1897 : Archibald Ainslie, Coldsprings ; John Bowman, Coldsprings ; Richard Cullis, Camborne ; Thomas Cole, Plainville ; Richard Henderson, Plainville; Alex. McLeod, Plainville; Charles Neil, Plainville ; Wm. J. Westington, Plainville ; James Rosevear, Port Hope.

MEMBERS OF DISTRICT COUNCIL FOR HAMILTON.

1842, 3 and 4.....John Creighton and Wm. Weller
1845.....John Creighton and Joseph Philips
1846.....G. S. Boulton and Joseph Philips
1847, 8 and 9.....John Creighton and Joseph Philips
1850.....John Creighton and A. B. Carpenter

REEVES OF HAMILTON.

ELECTED BY THE COUNCIL.	ELECTED BY THE PEOPLE.
1850.....A. B. Carpenter.	1867.....Charles Bourn
1851.....John Creighton.	1868-9.....Richard Benson
1852.....Joseph Philips.	1870-1-2 .....Walter Riddell
1853.....Sidney Smith.	1873-4.....J. G. Hagerman
1854-5.....J. B. Fortune.	1875-6.....Peter Sidey
1856-7-8.....Joseph Philips.	1877-8-9-80-1-2, Walter Riddell
1859.....James Staples.	1883-4-5-6....A. R. Eagleson
1860.....C. R. Mallory.	1887-8-9.....John Bowman
1861-2.....James Benson.	1890.....Samuel Purser
1863.....Thomas Grimshaw.	1891.....John Bowman
1864..... ...Allan McIntosh.	1892-3-4-5-6..George Mitchell
1865-6.....Charles Bourn.	1897.....J C. Rosevear

DEPUTY REEVES.

1850.....John Creighton	1875..... .....Henry Lapp
1851.....John Wade	Wm. Eagleson
1852.....James B. Fortune	1876.....Robert Drope
1853.....A. B. Carpenter	J. G. Hagerman
1854-5.....Joseph Phillips	1877-8-9-80-1...J.G.Hagerman
1856-7.....Richard Benson	A. R. Eagleson
1858.....James Staples	1882..... .....A. R. Eagleson
1859.....Allan McIntosh	Robert Prooks
1860..... .....James Benson	1883 4.....W. J. Westington
1861..... ....James Staples	John Bowman
1862..... ...Charles Nichols	1885.....James Beatty
1863-4-5-6.....James Benson	Thos. Davidson
1867.....Walter Riddell	1886.....Thos. Davidson
James Benson	John Bowman
1868.....Truman McEvers	1887-8.....W. J. Westington
J. G. Hagerman	Samuel Purser
1869.....Truman McEvers	1889.....George Mitchell
J. G. Hagerman	Samuel Purser
1870.....J. G. Hagerman	1890-1 .....George Mitchell
Truman McEvers	J. C. Rosevear
1871-2..... Truman McEvers	1892-3.....John Bowman
J.G. Hagerman	W. J. Westington
1873..... ....Henry Lapp	1894-5-6.. ....J. C. Rosevear
John Henderson	J. L. Grosjean
1874..... ....Henry Lapp	1897.....J. L. Grosjean
Peter Sidey	James Davidson

COUNCILLORS.

1850.....J. C. Phillips, Allan McIntosh, John Wade
1851.....Joseph Phillips, A. B. Carpenter, Allan McIntosh
1852.....John Beatty, A. B. Carpenter, John Creighton
1853.....Joseph Phillips, Thomas Scott, John Rowe
1854.....Sidney Smith, Wm. McDougall, John Rowe
1855....A. S. Arnott (resigned), Richard Benson, William McDougall, John Rowe.
1856....William McDougall (resigned), Wm. Peters, Truman McEvers, Noble Brown.
1857.....Wm. Peters, Allan McIntosh, Noble Brown
1858 .....C. R. Mallory, Allan McIntosh, Noble Brown
1859 .....C. R. Mallory, Harris Burnham, James Benson
1860.....Joseph Hagerman, James Staples, John Henderson
1861.....C. R. Mallory, Charles Nichols, John Henderson
1862.....C. R. Mallory, James Staples, John Henderson
1863.....Charles Nichols, James Staples, Allan McIntosh
1864.....Charles Nichols, James Staples, Charles Bourn
1865.....Charles Nichols (resigned) J. G. Hagerman, John Baptiste, John Henderson.
1866.....John G. Hagerman, John Baptiste (never took his seat, died), Wm. Mann, John Henderson.
1867.....John Henderson, Robert Brooks, James Benson
1868.....Robert Brooks, Henry Lapp
1869.....Wm. Eagleson, Henry Lapp
1870 71-72.....Henry Lapp, John Cook
1873.....Peter Sidey, Robert Brooks
1874.....Robert Brooks, William Eagleson
1875-76.....Robert Brooks, A. R. Eagleson
1877-78-79-80.....John Bowman, Herbert Carruthers
1881.....James Beatty, Robert Brook.
1882.....James Beatty, John Bowman
1883.....James Beatty, Thomas Davidson
1884.....Gavin Boyd, Thomas Davidson
1885.....Herbert Carruthers, James Smith
1886.....Samuel Purser, James H. Rosevear
1887.....George Farr, George Mitchell
1888-89.....John L. Grosjean, James H. Rosevear

COUNCILLORS—CONTINUED.

1890-91.....Thomas W. Moore, Adam Watson
1892.....John L. Grosjean, Thomas W. Moore
1893.....John L. Grosjean, James Davidson
1894-95-96.....James Davidson, David Armstrong
1897.....David Armstrong, James Russell

ASSESSORS AND COLLECTORS.

	ASSESSORS.	COLLECTORS.
1850	David Yeaman.	Truman McEvers
1851	D. Yeaman, D. Sidey, A. J. Burnham.	Truman McEvers
1852	David Yeaman.	Truman McEvers
1353	John Creighton, Wm. Richardson.	Truman McEvers
1854	John Eagleson, A. J. Burnham, James Sutherland.	Matthew Eagleson
1855-56-57	David Yeaman.	Matthew Eagleson
1858	Samuel Ash.	Truman McEvers
1859-60	David Yeaman.	Truman McEvers
1861-62	John S. Bates.	David Yeoman.
1863	John S. Bates.	Truman McEvers
1864	Joseph Hayden.	John Beatty.
1865-66	David Yeaman.	Truman McEvers
1867	David Yeaman.	David Sidey.
1868-69 70-71-72	A. R. Eagleson.	David Sidey.
1873-74	A. R. Eagleson.	George B. Nixon
1875-76	William Hawkin.	George B. Nixon
1877-78-79-80-81-82	William Peters.	James Benson.
1883-84-85-86-87-88	James D. Stewart.	James Benson.
1889	John Wiliams.	James D. Stewart
1890	James D. Stewart.	James Benson.
1891	James D. Stewart.	James Thompson
1892-93-94-95-96-97	Robert Robertson.	James Thompson

POPULATION.

We give the number of the people in the Township for the five census from 1850 to 1891 :—

1850.....4502 1881.....5155
1861.....6315 1891.....4313
1871.....5721

POPULATION—CONTINUED.

In the census of 1891, No. of families, 872; No. of houses, 869. Houses of wood, 624; of one storey, 692. Houses of brick, 217; two stories, 172. Houses of stone, 28; three stories, 5. Houses with five rooms and under, 258; over five rooms, 611. Houses uninhabited, 59; houses building, 2.

BY RELIGIONS, 1891.		BY ORIGINS, 1881.	
Roman Catholic	361	African	14
Church of England	599	Dutch	3
Presbyterian	1247	English	1939
Methodist	1691	French	66
Bible Christian	2	German	163
Baptist, 60; Free Will 24	84	Irish	1882
Congregational	277	Scotch	1042
Quakers	6	Welsh	12
Salvation Army	7	Italian	5
Not Specified	39	All others	29
Total	4313	Total	5155

The census gives the people by origins only by counties—have copied from the 1881 census.

Males	2186	Married	1388
Females	2127	Widowed	203
		Single	2722
	4313		4313

TOTAL ACRES, 1891.		TOTAL OCCUPIERS OF LAND.	
Under Crop	44880	Owners	587
Under Pasture	9855	Tenants	238
Wood Lands	6036	Occupants	8
Garden and Orchards	1309		833
	62080	Occupying 10 ac. & under	323
		" 50 "	95
		" 101 "	174
		" 201 "	194
		" over 201 acres	47
Acres Improved	56044		833

STOCK IN HAMILTON TOWNSHIP.

	1827	1847	1851	1861	1871	1881	1891
Horses	211	767	1251	2237	2087	2035	2234
Cattle	1139	1864	2871	4477	4952	3651	3610
Sheep			4478	6212	6483	3584	2091
Pigs			2611	3589	2420	1249	1565

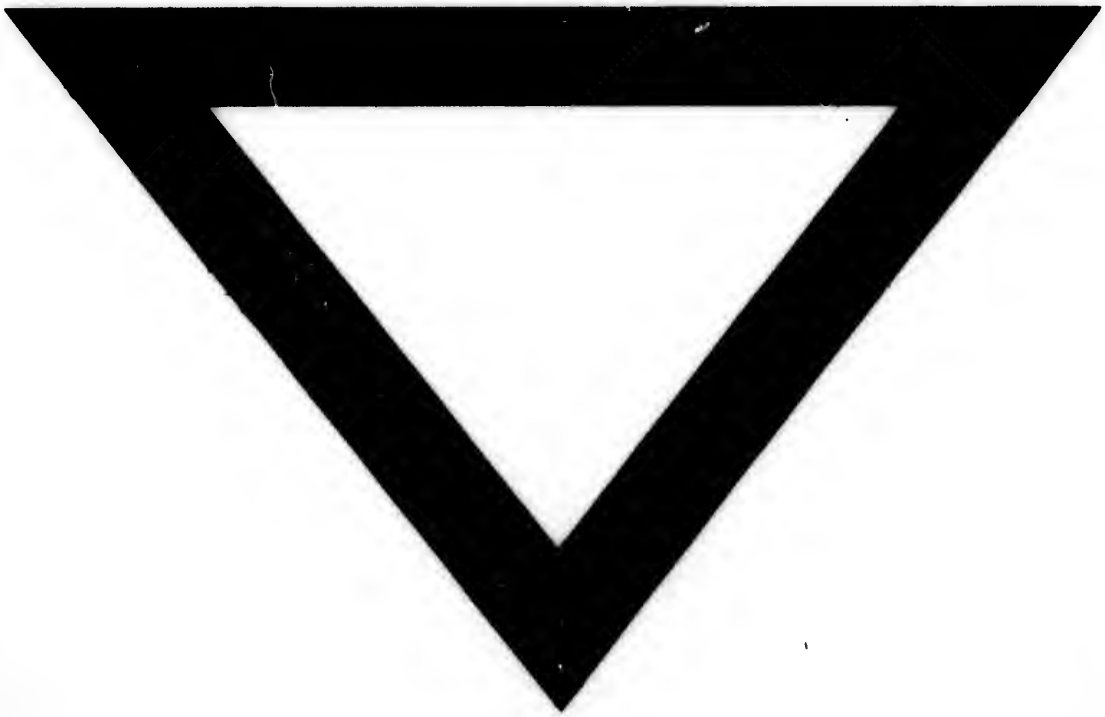
Cobourg was included in 1827.

In 1826 the north half of the township was occupied, and little more than one-eighth cleared, viz., 8091½ acres. In 1847 about one-third of the township was cleared, viz., 20719 acres. In 1826 the rateable property was valued at $99231 ; In 1847 at $185288 ; In 1850 at $225621.

Through the courtesy of Mr. F. Field, Registrar, Cobourg, we are enabled to give the names of a few of the first patentees and the lots of land they patented :—

		LOT.	CON.
1798.	Joseph Ash	31	2
1798.	Charles Shaw	24	A
	Also Lots 14 and 16, Con. 1. In 1814, C. Shaw conveyed Lot 14, Con. A, to Benj. Nichols. Part of it is now occupied by his great grand son.		
1801.	Martin Rush	29	2
1801.	Frederick Tubbs	10	1
1801.	David Kerr	26	1
1801.	Robert Winklnson (or Wilkinson)	6	3
1802.	Mary Taylor	4	2
1802.	James Fisher	7	2
1802.	George Ash, Sr	12	B
1802.	George Ash, Jr	13	B
1802.	Peter Harsh	32	A
1802.	James Ash	12	1
1802.	Stephen Tuttle	17	1
1802.	Moses Martin	18	1
1802.	Aaron Greeley	21	1
1803.	Samuel Gifford	30	1
1803.	Lidia Ferris (previously Lidia Baker)	7	3
1803.	Isaac Hagerman	29	1
1803.	Charles Kind	12,13,14	A
1803.	Abraham Hagerman	33	1
1804.	Thomas Mallory	6	2
1804.	Humphrey Gifford	27	1
1808.	William McKague	3	1
1808.	Asahal Jerome	7	A

PRODUCTS OF HAMILTON TOWNSHIP.

We give the products of the Township as far as we have been able to procure them for 1850, 1861 and 1871. In the census returns for 1871, 1881 and 1891, many of the items are given by counties and not by townships.

	1850	1861	1871
Fall Wheat	71679	32728	21062
Spring Wheat		153148	84243
Barley	5724	7696	62589
Oats	46883	102693	76605
Rye	5762	2168	1368
Peas	20125	79279	64093
Buckwheat	877	1831	1941
Indian Corn	12005	11726	7667
Beans			667
Potatoes	76229	84215	100300
Turnips	36189	146046	230352
Carrots		2877	26359
Mangold Wurtzels	1835	25929	
Clover and Timothy Seed		254	2231
Hops, pounds of		437	
Hay, tons of	4599	4544	9052
Maple Sugar, pounds of	11303	2890	
Cider, gallons of		5356	
Wool, pounds of	14785	28461	
Fulled Cloth, yards of		1629	
Flannel, yards of		5443	
Linen, yards of		13	
Flax and Hemp, pounds of		14829	
Butter, pounds of	21584	108692	
Cheese, pounds of	24080	32301	
Beef, barrels of		956	
Pork, barrels of		2219	
Pleasure Carriages		690