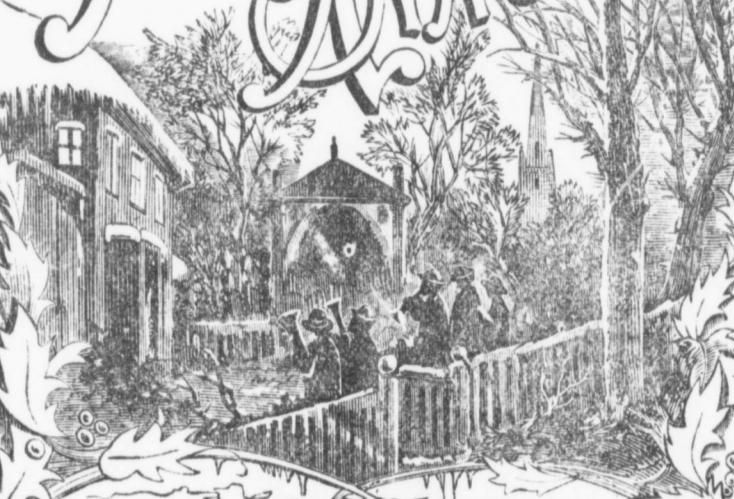


Return to P. S. P.

"OUR" HOLIDAY ANNUAL



— AND —
Kent County Almanac
— FOR —
1884-5.

— PUBLISHED BY —
JAMES SOUTAR, CHATHAM, ONT.

W. S. SOUTAR, CHATHAM, ONT.
Phone 2. See in
the City Directory



IF YOU ARE

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NORTH-WEST

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The following letter is one of many:

STOCKTON, CALIFORNIA, JUNE 10, 1884.
"I thank you sincerely for your care and kindness to my wife who left Chatham a few weeks ago and came through your agency to me out here. She had a pleasant journey; and the kindest attention was paid to her by the officials of the roads. My wife also sends her earnest thanks. I shall certainly advise all I hear of coming out, to see you."

CHAS. SCHOFIELD

Of one of his "Special" Trains, which a Brandon newspaper says "arrived in good order in exceedingly quick time to the great satisfaction of the owners and their families," a local newspaper said:

"A whole train of cars carrying Settlers and their Stock and Effects left these points on Wednesday last for the North-west. Composing it were cars from the Chatham Wagon Works (4); Wm. Gray, Chatham; Thomas Smith, Indian Creek; John Woods, Chatham; Nathan Flater, Blenheim; Hy. Lindley and E. Jones, Howard; D. A. Campbell, Ridgetown; Hillyard C. Arnold and A. Campbell, Kent Bridge; Thomas Twigg, Thamesville; Rev. Jos. Rawson, Botany; Mrs. R. Falardeau, Grove Mills; L. W. Snary, Camden; Jas. Sturgeon, Florence—in all 17 freight cars, and 2 passenger coaches, 45 full tickets, 12 car passes or, with children, 71 passengers; also 2 cars from Canada Southern points."

Although local competitors by paid newspaper notices call Two (2) Horse Cars a local "Special," and Four (4) Emigrant Cars a Local "Special," (that is the true extent of their efforts) and claim to make fast runs, we can report a case when *only Two (2) Single Cars* which left Chatham on the morning of a Wednesday arrived in Brandon on the morning of the Sunday following, exceeding any run ever made.



— THE —

KENT COUNTY ANNUAL

— AND —

ALMANAC,

— FOR THE YEAR —

1884-5.



INDEX ON THE LAST PAGE.

PUBLISHED BY

JAMES SOUTAR,

CHATHAM, ONT.





SOMETHING NEW.—Paul Konewka.

SEASONS—1884.

(CHATHAM TIME.)

	1884	Month	d.	h.	Lasts.....	d.	h.
Spring begins.....	1884	March	30	0 M.	Lasts.....	32	20
Summer begins.....	1884	June	20	8 A.	Lasts.....	33	14
Autumn begins.....	1884	September	22	10 M.	Lasts.....	39	19
Winter begins.....	1884	December	21	5 M.	Tropical year.....	365	7

CHRONOLOGICAL CYCLES—1884.

Dominical Letters.....	F. E.	Lunar Cycle or Golden Number.....	4.	Roman Indication....	12
Epact.....	3	Solar Cycle.....	17.	Julian Period.....	6597

The year 1884 is the beginning of the 5645 year since the creation of the world, according to the Jews, of the year 1302 of the Mohammedan era, and of the year 7892-3 of the Byzantine era; the beginning of the 48th year of Victoria's reign, the 18th of the Dominion of Canada, and the 100th of the Independence of the United States.

FIXED AND MOVABLE FESTIVALS—1884.

Epiphany.....	Jan.	6	St. George.....	April	23
Septuagesima Sunday.....	Feb.	10	Rogation Sunday.....	April	18
Quinquagesima—Shrove Sunday.....	Feb.	24	Ascension Day—Holy Thursday.....	May	18
Ash Wednesday.....	Feb.	27	Pentecost—Whitsun-day.....	May	22
St. David.....	March	1	Trinity Sunday.....	June	1
First Sunday in Lent.....	March	2	Corpus Christi.....	June	8
St. Patrick.....	March	17	St. John Baptist—Midsum Day.....	June	12
Annunciation.....	March	25	Michaelmas-Day.....	June	24
Palm Sunday.....	April	6	First Sunday in Advent.....	Sept.	29
Good Friday.....	April	11	St. Andrew.....	Nov.	30
Easter Sunday.....	April	13	St. Thomas.....	Nov.	30
Low Sunday.....	April	20	Christmas Day.....	Dec.	31
				Dec.	25

New Year's Day, Good Friday, Queen's Birthday, Dominion Day, Christmas Day and Thanksgiving Day are legal holidays in Ontario. These, added to Epiphany, Annunciation, Ascension, Conception, Corpus Christi, St. Peter & St. Paul, and All Saints' Day, are legal holidays in Quebec.

MORNING AND EVENING STARS—1884.

MERCURY will be *Evening Star* about January 4, April 25, August 23, and December 17; and *Morning Star* about February 13, June 12, and October 4.
 VENUS will be *Evening Star* till July 11; then *Morning Star* the rest of the year.
 JUPITER will be *Evening Star* till August 7, and *Morning Star* the rest of the year.

ECLIPSES—1884.

There are five eclipses for the year 1884, but only one—a total eclipse of the moon—is more or less visible in North America. It occurs in Chatham time:
 Moon enters shadow 4 h. 12 m. a.m.; moon leaves shadow 8 h. 1 m. a.m.



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TALBOT ROAD.

PARALLEL with the shore of Lake Erie, at a short distance therefrom, runs the Old Government Colonization Road, known as Talbot Street. The work of the late Colonel Talbot, and forming part of a general scheme for the colonization of the several southern lake counties, its construction through Kent County dates from the year 1816. There and then its path lay through unbroken forest. Whilst Talbot settlers had been for some years established on the lake front of Elgin townships, whilst U. E. Loyalist settlements in Gosfield and Colchester had already made commendable progress under a record commencing as early as 1775, and whilst the clearings of the Thames River under a score of years of history had become both numerous and extended, the tract of country bordering on the Erie shore in Kent County, and which the Talbot Road traversed, formed, until the period mentioned, part of the eternal bush prevailing between the lake and river. A tract of debatable land, it had no roads and was but barely accessible by a few devious and ill-defined Indian trails, along which, alone, venturesome persons made the journey from the one settlement to the other.

It was practically without white inhabitants. A few fearless adventurers indeed had already made a home in its forests depths. As early as 1809 one Crawford had located himself on or near what is now the farmstead of Mr. Joseph Patterson, Lot 99 Talbot Street, and was ekeing out an isolated and precarious existence in clearing his claim, in trapping wild animals, or raising and tending cattle for river settlers on the prairie expanses surrounding the Eau. One Dickson, an American hunter, had esconced himself on the Pointe aux Pins, and was enjoying a trapper's rich fur harvest until his existence was cut short by the rifle, rumor (sometimes faulty rumor) has it, of a wicked person, whose own miserable death and criminal doings in after years is yet fresh in the memory of the older Morpeth inhabitants. On the Soper farm, at the Rond Eau shore, Ramsay, once the owner of 1200 acres in the neighborhood, lived a pre-historic life in what we shall term a domicile, but what old settlers styled a cave or dug-out, and he himself a ground hawk or hog. Towards the beginning of the year 1812, Jos. and Ed. Hackney had established themselves at a point a little east of what is now the Village of Raglan—a creation of the enterprise of the late E. L. Stoddard—where, amid desperate surroundings, wolf-feared haunts and snake-infested marsh, they commenced the pioneer life which they shortly after led in the more desirable locality on Talbot Road, just west of what is now Morpeth. If the story be true, it was one of the Hackneys who found the still warm remains of Dickson's body and gave it sepulchre in the sands near the Eau beach, at a place yet pointed out by some of the older settlers. But beyond these exceptions, and the camps of a few families of Pottawattomie Indians long afterwards resident in the woods south of Blenheim, the tract was devoid of inhabitants.

But, if untouched by the settlers' axe, Talbot Street was nevertheless the scene of several interesting events. Along its shore General Broek and his plucky and patriotic troops rowed, to measured time, by forced bateau marches in order to form a conjunction near Amherstburg with the Kent Militia then being called to arms along the Thames by Quarter-Master

Chambers, and thence to anticipate the American army which had already inaugurated the war of 1812 by crossing the Detroit River. Near the Eau Claire his bold little contingent of Imperial troops and Canadian Militia had encamped; and from there was issued through A. D. C. J. G. Glegg his memorable general order of Pointe aux Pins, 12th August, 1812. "Old Mortality" places this historic camping spot at a point a few rods east of the mouth of Bisnett's Creek, where, in early years, grew on the dry bar at the lake the famous land-mark "Brock's Tree," a large elm bearing on its trunk the blazed record of the fact recited and which, years ago, fell as did its successor, from the wash of the lake, for the "Lone Tree" which until recently stood out several rods in the lake, and now lying prone along the water's edge, and well known to the past and present generation, and for years forming an interesting object to patriotic visitors to the beach, was not the original blazed elm around which Brock's soldiers bivouacked, but a sapling which grew up near the site of the former.

Along the old shore trail, patriots, enrolled as His Majesty's Loyal Canadian Militia, laboriously and dubiously strode its devious and brush-tangled length at the call of duty. And their enemies were not slow to follow. In the Crown Lands Department on the original map or plan of Romney is written the following: "The point A in front of No. 177 is the place where Capt. Holmes of the United States army left the field pieces and ammunition wagons a few days previous to the battle of Longwood in the time of the late war of 1812. The wagons were burnt and the field pieces deposited in the swamp by the Loyal Essex Militia, where they remained until the treaty of peace." A piece of history giving corroboration to the story of old settlers that at the bottom of the steep bank at the point referred to, a patrol or company of Canadian Militia, under command of Dr. Mackenzie, of Colchester (?) surprised an American officer and a number of soldiers unloading ammunition and stores from boats, and attacked them with such determination as to put the invaders to inglorious flight. Men of Romney and Tilbury, plant a stake at this point!

The Talbot colonization scheme which had been inaugurated in Kent County as early as 1812 by the survey of the road and a double line of 200 acre lots as far as Lot 91, when operations were interrupted by the war outbreak, and where it is said Surveyor Burwell's instruments and stores fell a prey to American filibusters, was resumed in 1815, and the survey continued the same year nearly to the Raleigh line. Talbot Street is so named after its promoter, Col. Talbot. Its construction formed a condition of his agreement with the Government. He undertook to place on each lot of 200 acres a settler, to whom should be given a free title to 50 acres so soon as he had erected an 18x20 log house and cleared within twelve months 100 feet across the front, the balance of the lot being sold to the occupant at a mere nominal price. A draft agreement for the construction of this road (?) which old settlers say was completed by the father of Richard Green, of Howard, ends as follows:—"Make or cause to be made a road one rod wide, all trees of one foot and under to be cut even with the surface, and all fallen trees removed, all bridges to be built of sound logs fifteen feet wide, all causeways to be made with logs or facines fifteen feet wide, with a ditch at each end and covered with earth, to commence at the east line of the Township of Orford and thence to the Communication Road between the Town of Chatham and Pointe aux Pins, now laid out by order of His Excellency the Lieutenant Governor; the whole of said road, bridges and causeways to be done, completed and finished by first of December next, 1816." On the reverse side of this draft is written an account dated 1821:—"Miss Dolly Wilcox to Elizabeth Dolsen; in which the prices of the period for the follow-

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ing articles are shown : 3 yds. factory cotton, 4s.—12s. ; 1 side saddle, £4 ; by footing 3 pairs of stockings, 4s.—12s. ; by a week's board, 10s. (York currency.)

Colonel Talbot was a somewhat strange character—a gentleman in whom queer business habits, arrogance and kindness were strangely mixed. His mode of recording transfers, the unpatented claims and locations of settlers was simplicity in the extreme. The sweep of a rubber plug across the map or plan which hung in his office sufficed to dispose of one squatter, and the stroke of a lead pencil to put in possession another. He significantly told those of the "Family Compact class," who sought favors at the expense of poorer settlers, or on the strength of nationality, or of official and family connections, that "his dogs did not understand pedigrees and place hunters, "and to beware of them ;" but a poor and honest emigrant not only received a good location, but at times was materially assisted in his efforts to clear it. He was not, however, without considerable vanity ; and it was his ambition in his early years to build up in the western wilds at Port Talbot an estate worthy of the scion of a Talbot. He called the settlers his people, and in a sense truly they were. He spent much of his means in assisting them (\$80,000 it is said), married them, christened their babies, and even undertook their spiritual welfare by holding services, to which he secured attendance by sending round the whiskey bottle at its conclusion—a man whose memory is revered by many ; who was honest in his dealings, unselfish to a degree, yet of whom a parliamentary report of 1834 says : "This gentleman was the "private secretary to one of the Lieutenant Governors of Upper Canada and afterwards got 302,420 acres of land (171,200 acres in Western District) to settle. How he settled it, or what he has done with the monies he received, is not known at the Surveyor General's office, but he has received a pension or allowance of £444 a year out of the proceeds of our public lands sold to the Canada Company, and has obtained already from that source nine years of pension or £4000."

Following the survey and construction of the road, settlers filed in along its length, and ere the expiration of the year 1820 most of the lots lying thereon, particularly in Howard, had been taken up. John Bury and sons, as early as the spring of 1816, had established themselves on Lot 59 and adjoining lots, part of the site of modern Clearville, and had already felled the historical tree. The same fall Joseph Woods and sons had laid the site and opened the history of Morpeth by a similar act. The year following saw D. S. Baldwin, Samuel Burns, E. Newcomb and John Kitchen located as neighbors to Mr. Bury ; and in Howard pioneer Mr. Woods was already equally well supported. On the several lots directly opposite the latter, or near by, three or four members of the patriot family of Coll, from the Thames River, whose parent head and six sons had taken up arms at the call of country in the eventful war of 1812, were at work on their drawings ; and immediately east, on Lot No. 90, Nicholas Cornwall, a member of that U. E. Loyalist family whose members formed early leading settlers of Colchester and the Upper Thames, and not only twice gave the County of Kent a member of Parliament,* but the County of Essex one of the first and subsequently, by marriage, a second, under the name of McCormick, had broken into the surrounding forest, and was then perhaps planning and anticipating the erection of his pioneer saw mills on Big Creek, which he completed in

*Note.—Kent County has often been taunted with sending silent members to the Legislative Halls of the country, but this golden acquirement has not been possessed, alone, by her later representatives ; for, if the story be true, the elder Cornwall enjoyed it to a considerable degree, his maiden and only speech being simply a remark concerning the atmospheric condition of the hall, which, in the great and preliminary effort to "let off," he imagined, like his own person, equally elevated in temperature, and thus in so promising: "It is very warm ! Better raise the windows !" he lost his speech and sat down.

1819 or 1820. Later, and a little farther east, the Hackney brothers, Mr. Desmond, also of patriotic 1812 fame, not forgetting Mr. Green, the road contractor mentioned, and a member of that long-lived family whose eleven members aggregated a lease of life of 907 years, were at work hewing out their future homes. Present Palmyra was located for the future by the advent of Messrs. Street, Eberlie and W. Mills, the latter little thinking that his son in the person of the Hon. David Mills would not only represent his own locality and the County of Bothwell in the Parliament of the country, but become a leading Minister in the Cabinet Councils. But it is needless to continue the list of pioneers whose many enterprising sons still very generally possess the homesteads of their fathers—the Bells and Smiths of magisterial reputation; Unsworth of W. District jailorship; Stover, the first local tavern-keeper; Armstrong, Desmond, Galbraith, Stewart, Palmer and other well-known families in the west; and Moorehouse, Gesner, Ridley, all of municipal fame, McTavish, McPhail, McLaren, and Ruthven in the east. In Harwich, too, a number had settled in the locality long known as the "Old or Little Fields," and had effected out of the dense bush what the name suggests, a cultivated oasis, when the discovery of prior grants and other causes dispossessed and drove them from their clearings, two or three of their number, Hall, Bolton, etc., going to the Upper Sydenham and there becoming the pioneers on that river.

Now commenced the struggle—settlers versus forest—for the possession of old Mother Earth. The ring of the axe and the crash of a fallen tree was common and pleasant music, and told of the manly, if somewhat painful, efforts of the pioneer for an existence and his success in the fight. Now small rail-fenced clearings, in which grew, amid numerous stumps, corn and vegetables, hoe-cultivated by women and children often in the absence of a husband and father eking out elsewhere a pittance for their sustenance, formed the foreground of a picture framed in by the forest in rear, and into which was set the inevitable log shanty and its surroundings of straw-covered stalls and sheds, was an every-day scene. Dancing, gleeful strings of fire-lit brush-heaps margined the deeper slashed bays in the forest, whose darker shadows would at times be illumined by lurid gleams as the phantom objects of sturdy, smoke-begrimmed men in leather-faced breeches fed the fires anew, as a common evening scene. And the domestic hearth was, if hopeful, not very encouraging as a side scene. An 18x20 log shanty was its ordinary dimensions, a one room erection which sufficed for all purposes. Larger houses were the exception, and such were formed into two or three compartments. In some there was a primitive upstairs, the boudoir of the period, access to which was effected only by a ladder, and where, for obvious reasons, maidens and children dare only retire under the kindly mantle of darkness, the former, perhaps, to throw anxious glances through the seams of the loose floor upon belated strangers (for all travellers were welcome); the latter to drop unintentionally something less pleasant than cold water. The furnishings were simplicity and paucity combined, every article being utilized for a series of purposes. One of the most noticeably was the pendant crane and its complement of belly pots swinging in the huge fireplace. Cornmeal formed the staple dish, wheat bread, which was baked in Dutch ovens, being a luxury. Pork and bread or potatoes were seen on the dinner tables of the more able, but cornmeal porridge for supper and breakfast was the *piece de resistance* for all. Tea was seldom used save on Sundays. Hand-carded, hand-spun, hand-woven and butternut-dyed woolens were the better or holiday (?) clothing; cottons and linseys formed the ordinary with the addition of sheep-skins for men. And when these simple and meagre homes composed only families of women and children for months at a stretch, what must have been their position? Think of it, damty and silk-robed ladies!

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Then, too, was the period of corn mortars formed of burnt-out stump heads; of extemporized fanning mills made of net sieves and fanned with childrens' lungs, or of bed sheets blown by the gentle breeze; of hand mills, the stone age of the settlement. Over these primitive grist mills many a night the over-worked and under-fed settler has spent in grinding sufficient meal to meet his families' needs ere the morning broke revealing in the grey mist the phantom form of another arriving to take his turn. It was, too, the period of foot journeys. To the ordinary settler no other resource was open. To procure the few household necessaries he made the journey through the bush to Arnold's or McGregor's mills on the River Thames. It was no rare occurrence that he carried back on his shoulders a bag of flour. As a juryman (as Magnus Crawford will tell) he made the journey to Sandwich Court without breaking fast, much less the journey. To be sure a few of the more able could boast of a horse or a yoke of oxen, and a few perhaps were in possession of an ox cart, that primitive chariot of early days—a vehicle whose prominent characteristics were a pair of wheels formed out of the section of an 18-inch log, bored in the centre for its wooden axle, and to which latter was attached the frame and pole. But these were exceptions; indeed, few roads yet permitted of their use. Trips were occasionally made by water to Port Stanley or Sandwich, but these required a week's time and considerable freightage to be profitable, and were beyond the means of the majority. Markets, there were none, beyond that for home consumption; and all kinds of produce were disposed of by way of truck only. A yard of cotton cost a bushel of wheat; a bushel of salt, 18 to 20 bushels. Ordinary tea cost (in 1820) in produce value, \$2 and Hyson \$3 per lb. Kosin was 62½c., pepper \$1, and pigtail tobacco 75c. per lb. An axe cost \$3.50. Powder sold from 6s. to 10s. and shot at 2s. per lb. Brimstone, a suggestive article and much used, sold at 50c. per lb; a doze of salts for 37½c., and a vomit—take notice, you high-priced and protected medicos—37½c. Money, there was practically none, barely sufficient to pay the trifling taxes. Indeed, so scarce was this vehicle of commerce, and of so little value was land, that 200 acre lots, including the patent, were not worth over \$150 or \$200.

Such was the Talbot settlement ending in the first decade of its history. But slow and satisfactory improvement was already observable. Clearings were gradually extending; crops increased in acreage and yield; shanties were clapboarded and enlarged, and household comforts multiplied. Little nuclei of business and social centres formed.

CLEAR CREEK—HANOVER

At certain periods so called—was one of the first. Its break for individuality, apart from the township, may date from 1825, when D. S. Baldwin's primitive hostelry opened out its welcome accommodation to man and beast, and when the township fathers made it their headquarters. It may better date from the erection of that sign of advanced civilization, the school and meeting house—a simple structure built near the creek, south side of Talbot Road, and which was anticipated in advance by a document under date 12th May, 1827, setting forth: That "half an acre of ground be purchased of Philip Bewry by subscription, one portion of it to be set aside for a school site and the remainder for a cemetery," which latter was to be divided into so many lots or shares at 3s. 7d. per share, or so much as to be sufficient to realize the necessary sum, which was to be paid in merchantable produce at the completion of the school house, the subscribers and their quota of shares being:—Wm. Ridley, 3 shares; William Bewry, 2; Philip Bewry, 3; John D. Bewry, 1; Richard Bewry, 1; John Bewry, 1; D. H. Gesner, 3; Hugh McPhale, 2; Nicholas McPhale, 1; Alex. McTavish, 2; John McTavish, 1; Samuel Burns, 3; George and Robert Bailey, 1 each; Jacob Street, 1; Eliakim Newcomb, 2; and David J. Baldwin, 6 shares. But it more cer-

tainly owes its real existence to the erection in 1832 of Colonel George Henry's water power grist mill (the original of the present Hanover mills); to the establishment the same year of a post office under charge of postmaster Baldwin; and to the "Corner Grocery" of one Caswell, who opened out directly opposite; and neither forgot must be the humble but equally efficient village-forming factor, the blacksmith shop of Colin Handy (now of Howard, and son-in-law of Baldwin), in whose smoky interior the disabled nags of thankful travellers were reshod—aye, royalty in the person of Governor Sir John Colborne gratefully accepting of its convenience and Handy's handiwork. At this period, too, arose in the still rugged landscape and bold in relief as compared with the surrounding log-built shanties, the famous new tavern of Baldwin, variously known as Dandy Hall, Baldwin's Castle, Baldwin's Folly—a building of somewhat doubtful architectural style, but at all events of considerable pretention and expensive embellishment—the pride of the neighborhood and the surprise of travellers. Dandy Hall, in the heyday of Lake Shore travel, was a noted resort, and known far and near; and it and others were not then, as taverns in many places subsequently became, mere drinking resorts, but practically formed the Town Halls, Election Booths, Auction Rostrums, and business centres of a locality. What scenes have been enacted around the threshold of Dandy Hall and within its walls may be imagined! In Baldwin's first tavern sat the new Township Council of 1827, which, that same morning in January, in the street opposite, had just first been chosen by the electors' simple word of mouth and show of hands; and now in the second, around a board on which stood as if part of the accompanying records a demijohn of liquid of greater strength than water, sat councillors, enacting almost the extreme limit of their powers, "that the lawful fence shall be 5½ feet high; that sheep and horses shall not run on commons subject to impoundage; and perhaps that stone horses, bulls, rams and boars (there were no tramps) shall not be free commoners." Around the huge fireplace soldiers, and prisoners even, in the 1837-8 times, have bivouacked; nay, even the representative of royalty in the eighteen forties has enjoyed its hospitality; and what social and other events there took place is now only known in the memory of the older settlers, who will yet smile as they think of the time of its and their green youth. But this celebrated landmark is no more, its historic ruins being consumed by fire in the spring of 1883, which, with the small plot of ground on which it stood, originally an acre reserved when Baldwin sold Henry the homestead, has been some time the property of Mr. Cavers, a local octogenarian.

Clearville, in its prime, was "some pumpkins," and monopolized all township and magisterial honors. As early as 1827 D. H. Gesner was enumerating the settlers for tax purposes, and perhaps, like his brother clerks on the Thames, recording that "Thos. Droulyard's stock mark is both ears cut off and the left ear split;" that the "mark of his geese is the hinc claws cut off and the left foot split," for which various and laborious duties he received the large sum of £4 currency per annum. For a similar sum collector Baldwin gathered together the York currency shekels, for the irresponsible members of Quarter Sessions at Sandwich to spend as they (practically) saw fit. D. J. Baldwin as early as 1834 and D. H. Gesner in 1839 administered petty local justice in Baldwin Court as commissioners of the old Court of Request, and until superceded in 1841 by the establishment of Division Court No. 2, Morpeth, in whose jurisdiction Clear Creek was included. Even under the new municipal rule, inaugurated in 1840-1, her sons secured the official cream, and D. H. Gesner and Squire Henry divided the honors as Township Councillors to the District Council at Sandwich whilst that rule existed. And E. H. Ridley held a similar honor for years as Reeve, under the more liberal act of 1850. Indeed, Clearville is historical. Its site was

roamed over by the red man, and its immediate locality formed their stronghold, the marks and remains of its earth works being yet easily defined at a point near the spring sources of the creek on the rear of the Ridley farm. Underneath the present cheese factory (some old settlers say in the garden slope of the present west bank tavern) lie the remains of Dr. Guthrie, the first medico of the Thames, who first bled and pilled the ague and fever-stricken settlers, and who, moreover, married a grand-daughter of pioneer Matt. Dolson, whose spouse, Hannah, was no mean healer or wielder of the knife herself, for it was she who amputated the frozen limbs of Miss Ann Smith, of Dover, then a child, who not only lived to bless her professional handiwork, but to possess a rich estate, on which her trustees have erected a handsome church out of her generosity.

But Clearville now, beyond a small business centre for the ordinary wants of a fine farming locality, has no claim to a village proper. Long a well-known representative citizen was Mr. John Scott; now the leading representative men are: Wm. Bury, Hy. Watson and John Henry.

MORPETH,

As a village, had barely a mere existence, much less a name, unless Big Creek might be called one, in 1830. But various fortunate circumstances from almost its first occupation had determined the site for one. The erection of Cornwall's water-power saw mill, on the creek immediately below, as early as 1819 or 1820, followed a year or two after by a grist mill—if the name for such a primitive concern be not a misnomer—and the establishment of McGregor's store on the east hill above, south side of road; laid, as it were, the foundation stones of its prospective greatness. To the youth of Morpeth, and to the curious generally, the site of Cornwall's early enterprises—the village's pioneer industries—may yet be traced at a point a few rods down the bottom of the creek about the lower side of the old Thatcher orchard, and where will yet be seen a portion of the old dam and the marks of the water margin around the pond which it formed; and immediately above, on the west bank of the creek, will be observed the marks of Joseph Woods' log-hewn house.

Following McGregor, whose manager and dispenser of Indian truck, treacle, rum and linseys was the late Squire George Kerby, of Florence, came Capt. Wheatley, who located himself and hung out his "shingle" on the Walters' lot. And in turn Duncan Warren stuck out his as store-keeper in the higher flat of the creek, at about a point which may be described as the present entrance to Smith's mill-yard. But these petty concerns—petty truck shanties truly*—were outside the pale of corporate or platted Morpeth now so called. To Garret and Edward Lee must be accorded the title of Morpeth's true pioneers and merchants. Already well-known business men in Raleigh and along Talbot Street, and particularly at the Harwich and Howard Town line, where for some years they had carried on a large truck trade and in the export of tobacco, these gentlemen ultimately moved to the site of Morpeth about the year 1830. Securing a piece of ground from James Cull, the owner of the original Lot No. 91, they erected thereon the well-known "Red Store" on its N. E. corner, it is said, bringing the pine lumber used in its construction all the way from the River Otter in flat boats. They were soon followed by Adam Laidlaw, another well-known citizen, who settled upon the lot and built the store and premises now occupied by Mr. Thomas McCollum. A primitive blacksmith's shanty and perhaps a few dwelling houses were added to the number of erections. But the place nevertheless yet partook more of the character of a clump of farm houses

*It is said the door of Warren's shanty was of the most flimsy character and without proper fastenings, a wooden inside latch serving for the latter, and, when entrance was desired, raised by the finger stuck through a hole in the door.

than a village, one of the chief shanties being that of James Woods, whose spouse, Nancy Toll, he had already brought home from Raleigh through the newly-slashed Blenheim road, known as the ten mile wood, with their cattle and effects, in terror that nightfall might leave them to the mercy of the wolves—a gentleman and lady who still enjoy good health in their ripe old age, and in their persons form, perhaps, the only living representatives of the first Talbot Street settlers.

A few years, however, changes the scene. In the fall of 1832 at Whately's was established His Majesty's post office, and the royal mail which had hitherto arrived from Port Stanley at long irregular intervals, straddle the back of Garret Lee's Indian pony Porcupine, now drew up at the captain's at regular periods to the tout of horn, and distributed to needy settlers letters from "folks at home," on which were written 2s. to 4s. postage, to pay which a hat subscription was sometimes necessary. A customs officer followed, in the person of Robert Neilson, implying that trade was already considerable and that smuggling merchants were to be watched. To keep the peace, magistrates had been appointed in 1833 in the persons of Smith, Bell and Warren, who applied fine and penalty; and to bring and toe the mark, commissioners Bell and Smith in 1827, and Whately and Warren 1833-4, let impecunious devils know that the accounts of rapacious store-keepers could not be shirked.

But it is in the decade opening with 1840 that her real history commences. In it the advent of many prominent citizens occur. George Duck makes his debut in 1839-40, and perhaps not much later Wm. Sheldon and W. R. Fellows. Dr. Wallen and others followed. In 1841 was established No. 2 Division Court, with the said George Duck as clerk; and please note it, in 1842 Morpeth received her official name, and that in a peculiar manner. At this period the Anglican Church was rising heavenwards on its beautiful and elevated situation a little east of the village, and means were not over-plentiful for its erection. A fortunate visit of the Earl of Morpeth—a Howard, too, by-the-bye—supplied, it is said, some of the needful, and his lady presented the bell which yet rings sinners to devotions and sometimes parting ones to, we hope, a better land; and could the villagers be blamed? For, be the money story as it may, Big Creek was heard of no more, nor was Jamesville, the name elect of James Cull, the so-called village father and a portion of the people, but Morpeth hereafter bore the present and better designation. At this period, too, for it was in the hall of the same that the event just mentioned was "manipulated," arose Sheldon's tavern, a resort of equal and many respects greater reputation than Dandy Hall, for Mr. Sheldon's personal enterprise, political leanings and great popularity drew towards his famed hostelry many strange and leading characters. Here, it is said, was held the caucus of the Rebs, the disaffected, as they were often called, and here, perhaps, emanated the offer and tender of the nomination to Malcolm Cameron to contest the county in 1847, which he gracefully accepted, and through an address Messrs. Warren, Laidlaw, Ruddle, Coll, Sheldon, Lee, Dr. Wallen and others are thanked therefor, he intimating at same time "that he is to be opposed by the Hon. Solicitor General West (J. H. Cameron,) whose attempt to rob the women of Canada of their dower (because of the difficulty it occasions the legal profession) should have prevented, he would have fancied, from ever showing his face in any part of the Province where ladies reside! . . . In any case I think the electors of Kent will show him that they think differently, and that we have enough lawyers in the House already, as they must sensibly feel from the increased law costs in all the courts," (to which latter sentiment we, the electors of 1884, fully concur.)

(Sg'd), MALCOLM CAMERON."

At this time (April, 1847,) the village contained 6 general stores, 3

taverns, 1 wagon shop, 2 tailor shops, 3 harness makers, 3 house carpenters, 1 foundry, 1 potter, 1 brickmaker, 1 plasterer, 2 shoe shops, 1 steam saw mill, 1 J. P. Division Court, 1 bailiff, 1 doctor, post office and several private gentlemen, whatever that term may mean.

From the latter date to 1860 the village's history was one of continued progress, save in the dark days of 1857. In this period it controlled almost exclusively the Lake Shore and Howard and Orford trade—in fact, was a strong rival of Chatham. Her shipments were very considerable, particularly in tobacco, which in 1856 exceeded 300,000 lbs.; and it will be interesting to record in the same year W. R. Fellows, then a prominent grain merchant, paid over \$2.25 per bushel for wheat or 25c. beyond what his ready reckoner tables were ever contemplated to cover, 30,000 bushels of which was shipped in the schooner "Consolation," immediately after lost; and forming part of that vessel's cargo were eight bags of white beans, the first grown and shipped of this now large and remunerative crop. In the early part of this period some new and prominent persons came to the fore—Thos. McCollum, Mr. Nation, Wilson Brothers, Isaac Duck, Matthew Scott, Dr. Rolls and others.

At this time the old Southern Railway, the scheme of that far-seeing and once prince of merchants and loyal and generous son of Upper Canada, the late Hon. Isaac Buchanan, of Laidlaw, Thompson and others, received attention, and upon its construction was built up great expectations. As a consequence it was greatly to Morpeth's advocacy that the county passed the by-law granting £50,000. The promoters were feasted, and in turn the citizens flattered. At one of their meetings Thompson, known subsequently as a promoter of the present Canada Southern, became poetical. In his speech he pictured Morpeth as the result of the road's construction, a hive of urban industry, the vicinity a plane of rural beauty and felicity, in which a fleet of vessels stood out bold against its lake horizon, and on the north, sweeping along the gentle eminence, (for this was the intended course) ran the fiery iron horse, the prime actor in the great change. Yes, speeches and wine did it, and, of a consequence, speculation ran wild. Hitherto there had been no proper survey of the village, if we except a few lots laid out by James Coll. Sheldon now opened the ball by a survey of part of his lot, No. 91 south, called Salter's survey, on the 22nd April, 1856. Mr. Nation, who succeeded Mr. Duck as owner of Lot No. 92 south, surveyed and platted a portion of that property about the same time. Fowler and Ferguson becoming possessed of part of original Lot 92 north, laid off 64 town lots which they exposed by auction under the hammer of George Cotteral, of London, when, by the use of unlimited free whiskey, 53 of the number sold, realizing the great sum of \$10,036, the lot on which the new brick church, built in 1877, stands bringing \$800.

With the collapse of the old Southern Railway, the construction of the Great Western Railway, and the commercial crisis of 1857-8, Morpeth's prosperity ceased. Until well unto the next decade she boldly held her own, but circumstances beyond ordinary control were against her, and the subsequent completion of the new (Canada) Southern Railway sealed her commercial death warrant. Once known for enterprize, later on litigancy—for for years her citizens formed familiar ornaments of the witness box and litigants' stand of Chatham Court House—and no doubt, too, at the same time greatly contributed to the earnings of smiling hotel keepers, and expanding the pockets of cunning and greedy attorneys; once one of the most lively and intelligent of all villages—it was Morpeth of all others that first instituted a local newspaper, the Progressionist, (the first practical) in 1861—she now partakes somewhat of the character described in Goldsmith's deserted village. But with a fine farm surrounding—and her neighboring yeomanry were ever known for more than ordinary enterprize and refinement—she may yet

GOVERNORS OF CANADA.

GOVERNOR-GENERAL—Marquis of Lansdowne ; appointed 18th August, 1883.
Salary—£10,000 Sterling.

ONTARIO.....	Hon. John B. Robinson,	Sept. 1880	\$10,000
QUEBEC.....	“ Theodore Robitaille,	July 1879	10,000
NOVA SCOTIA.....	“ Matthew H’y Richey,	— 1883	9,000
NEW BRUNSWICK.....	“ Robt. Duncan Wilmot,	— 1883	9,000
MANITOBA AND KEEWATIN	“ J. C. Aikens,	Oct. 1881	10,000
BRITISH COLUMBIA.....	“ C. F. Cornwall,	July 1881	9,000
NORTHWEST TERRITORY ..	“ E. Dewdney,	Nov. 1881	7,000
PRINCE EDWARD ISLAND..	“ T. H. Haviland,	July 1879	7,000
LORD HIGH COMMISSIONER—	Hon. Sir Charles Tupper.	Salary—	\$10,000

BRITISH AMBASSADORS.

Argentine Rep..	Geo. W. Petre.	Morocco.....	Sir John H. Hay.
Austria.....	Sir H. G. Elliott.	Netherlands..	Hon Wm. Stuart.
Belgium.....	Sir J. Saville Lumley	Peru.....	Sir Spencer St. John.
Brazil.....	Edwin Corbett.	Persia.....	Ronald F. Thomson.
China.....	Sir Henry Parkes.	Portugal.....	Sir Chas. L. Wyke.
Chili.....	Hon. F. Pakenham	Russia.....	Sir Edward Thornton.
Colombia.....	J. P. Harris Gashett	Roumania...	William A. White.
Denmark.....	Hon. H. C. Vivian.	Spain.....	R. B. D. Morier.
Ecuador.....	Fred. D. Hamilton.	Sweden.....	Sir Horace Rumbold.
France.....	Lord Lyons.	Servia.....	Sidney Locock.
Germany.....	Lord Amphill.	Switzerland...	Francis O. Adams.
Greece.....	Francis C. Ford.	Turkey.....	Earl Dufferin.
Guatemala..	Fred. R. St. John.	United States..	L. W. Sackville West.
Italy.....	Sir Aug. B. Paget.	Venezuela....	Col. C. E. Mansfield.
Japan.....			

SALARIES:—French, £10,000; Austrian and Turkish, each £8,000; Italian, £7,000; German and Chinese, each £6,000; Spanish, £4,000; Swedish, £3,000; the others from £2,000 to £8,000 according to rank.

DOMINION OF CANADA.

PRIVY COUNCIL.

Premier and President of the Council..	Rt. Hon. Sir John A. Macdonald.
Minister of Finance.....	Hon. Sir S. L. Tilley.
Minister of Justice.....	“ Sir Alex. Campbell.
Minister of Public Works.....	“ Sir H. L. Langevin.
Minister of Railways and Canals.....	“ Sir Charles Tupper.
Minister of Agriculture and Statistics..	“ John Henry Pope.
Minister of Customs.....	“ Mackenzie Bowell.
Minister of the Interior.....	“ David Lewis Macpherson.
Minister of Militia and Defence.....	“ Rene Adolpho Caron.
Minister of Marine and Fisheries.....	“ Arch. W. McLellan.
Postmaster General.....	“ John Carling.
Minister of Inland Revenue.....	“ John Costigan.
Minister without portfolio.....	“ Frank Smith.
Secretary of State.....	“ Joseph A. Chapleau.

Salary of the Premier, \$8,000; of the other Ministers, \$7,000 each.

Speaker of the Senate—Hon. William Miller, \$4,000.

Speaker of the House of Commons—Hon. Geo. Airey Kirkpatrick, \$4,000

HOUSE OF COMMONS.

ONTARIO MEMBERS (92.)

INDEMNITY \$1,000 EACH AND MILEAGE.

Constituency.	Member Elect.	Constituency.	Member Elect.
Addington.....	J. W. Bell.....C	Middlesex S.....	J. Armstrong.....L
Algoma.....	S. J. Dawson.....C	Middlesex N.....	T. Coughlin.....C
Bothwell.....	David Mills.....L	Middlesex W.....	D. M. Cameron.....L
Bruce, North.....	Alex. McNeill.....C	Monch.....	L. McCallum.....C
Bruce, East.....	R. M. Wells.....L	Muskoka.....	W. E. O'Brien.....C
Bruce, West.....	J. Sommerville.....L	Norfolk N.....	J. Charlton.....L
Brant, North.....	Jas. Sommerville.....L	Norfolk.....	J. Jackson.....L
Brant, South.....	Wm. Patterson.....L	Northumb'd E.....	Ed. Cochrane.....C
Brockville.....	J. F. Wood.....C	Northumb'd W.....	George Guillet.....C
Cardwell.....	Thos. White.....C	Ontario S.....	F. W. Glen.....L
Carleton.....	Sir J. A. Macdonald.C	Ontario N.....	A. P. Cockburn.....L
Dundas.....	Dr. Chas. E. Hickey.C	Ontario W.....	Geo. Wheeler.....L
Durham, West.....	Hon. Ed. Blake.....L	Ottawa City.....	C. H. Mackintosh.C
Durham, East.....	Col. A. T. H. Williams.C	Ottawa City.....	Joseph Tasse.....C
Elgin.....	Dr. John H. Wilson.L	Oxford S.....	A. Harley.....L
Elgin, West.....	Geo. E. Casey.....L	Oxford N.....	J. Sutherland.....L
Essex, North.....	J. C. Patterson.....C	Peel.....	J. Fleming.....L
Essex, South.....	L. Wigle.....C	Perth N.....	S. R. Hesson.....C
Frontenac.....	G. A. Kirkpatrick..C	Perth S.....	James Trow.....L
Glengarry.....	D. McMaster.....C	Peterboro' E.....	John Burnham.....C
Grenville S.....	W. T. Benson.....C	Peterboro' W.....	Geo. Hilliard.....C
Grey N.....	B. Allen.....L	Prescott.....	Simon Labrosse...C
Grey S.....	Dr. G. Lanckerkin..L	Prince Edward.....	Dr. J. M. Platt.....L
Grey E.....	Dr. Thos. S. Sproule.C	Renfrew N.....	P. White, jr.....C
Haldimand.....	D. Thompson.....L	Renfrew S.....	R. Campbell.....L
Halton.....	Wm. McCraney.....L	Russell.....	M. K. Dickinson..C
Hamilton.....	F. E. Kilvert.....C	Simcoe E.....	H. H. Cook.....L
".....	Thos. Robertson..C	Simcoe N.....	D. McCarthy.....C
Hastings E.....	Jno. White.....C	Simcoe S.....	Col. Rich. Tyrwhitt.C
Hastings N.....	Hon. M. Bowell.....C	Stormont.....	Darby Bergin.....C
Hastings W.....	A. Robertson.....C	Toronto C.....	Robert Hay.....C
Huron W.....	M. C. Cameron.....L	Toronto E.....	John Small.....C
Huron E.....	Thomas Farrow.....C	Toronto W.....	Jas. Beatty, jr...C
Huron S.....	Sir Rich. Cartwright.L	Victoria S.....	Jos. R. Dundas...C
Kent.....	Henry Smyth.....C	Victoria N.....	Hector Cameron...C
Kingston.....	Alex. Gunn.....L	Waterloo N.....	Hugo Kranz.....C
Lambton E.....	J. H. Fairbanks...L	Waterloo S.....	J. Livingston.....L
Lambton W.....	J. F. Lister.....L	Weland.....	Dr. John Ferguson.C
Lanark N.....	Jos. Jamieson.....C	Wellington S.....	Dr. Geo. T. Orton..C
Lanark S.....	J. G. Haggart.....C	Wellington C.....	J. Innes.....L
Leeds N.....	Dr. C. F. Ferguson..C	Wellington N.....	James McMullen..L
Leeds S.....	G. Taylor.....C	Wentworth N.....	Thomas Bain.....L
Lennox.....	D. W. Allison.....L	Wellington S.....	Dr. L. Springer...L
Lincoln.....	J. C. Rykert.....C	York N.....	Wm. Mulock.....L
London.....	Hon. John Carling..C	York E.....	Hon. A. Mackenzie.L
Middlesex E.....	D. McMillan.....C	York W.....	N. C. Wallace.....C

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PROVINCE OF ONTARIO.

EXECUTIVE COUNCIL

Attorney-General	Hon. Oliver Mowat.	Salary \$4,000
Minister of Education.....	" G. W. Ross.	" 3,000
Commissioner of Crown Lands.....	" T. B. Pardee.	" 3,000
Commissioner of Public Works.....	" C. F. Fraser.	" 3,000
Treasurer and Comm'r of Agriculture..	" Alex'r M. Ross.	" 3,000
Secretary and Registrar.....	" A. S. Hardy.	" 3,000
Speaker—Hon. C. Clarke, \$2,000.		

HOUSE OF ASSEMBLY.

88 MEMBERS.—INDEMNITY, \$400 AND MILEAGE.

CONSTITUENCY.	MEMBER ELECT.	CONSTITUENCY.	MEMBER ELECT.
Addington.....	Denison, Geo.....C	London.....	Meredith, W.....C
Algoma.....	Young, Hon. J.....L	Middlesex, E.....	Mackenzie, D.....L
Brant, N.....	Lyon, R. A.....L	Middlesex, N.....	Waters, J.....L
Brant, S.....	Hardy, Hon. A. S...L	Middlesex, W.....	Ross, Geo. W.....L
Brookville....	Fraser, Hon. C. F...L	Monck.....	Harcourt, R.....L
Bruce, N.....	Gillies, John.....L	Muskoka.....	
Bruce, S.....	O'Connor, H. P....L	Norfolk, N.....	Freeman, J. B....L
Cardwell.....	Hammel, J.....C	Norfolk, S.....	Morgan, W.....C
Carleton.....	Monk, G. W.....C	Northumb'd.....	EFerris, J. M....L
Cornwall.....	Ross, A. P.....C	North'mb'd.....	WMulholland, R...C
Dufferin.....	McGhee, R.....C	Ontario, N.....	Gould, I. J.....L
Dundas.....	Broder, A.....C	Ontario, S.....	Dryden, J.....L
Durham, E.....	Breton, C. H.....C	Ottawa.....	Baskerville, P...C
Durham, W.....	McLaughlin, J. W...L	Oxford, N.....	Mowat, Hon. O...L
Elgin, E.....	Ermatinger, C.....C	Oxford S.....	Cook, D. A.....L
Elgin, W.....	Cascaden, J.....L	Peel.....	Chisholm, K.....L
Essex, N.....	White, S.....C	Perth, N.....	Hess, George.....C
Essex, S.....	Balfour, W. D....L	Perth, S.....	Ballantyne, T...L
Frontenac....	Wilmot, H.....C	Peterboro', E.....	Blezard, T.....L
Glengarry....	Rayside, J.....L	Peterboro', W.....	Carnegie, Jno....C
Grenville, S...	French, J. F.....C	Prescott.....	Hagar, A.....L
Grey, E.....	McColman, Neil...C	Prince Edward...	Hart, Jas.....L
Grey, N.....	Creighton, D.....C	Renfrew, N.....	Murray, Thos...L
Grey, S.....	Blythe, J.....C	Renfrew, S.....	Dowling, J. F...L
Haldimand....	Baxter, J.....L	Russell.....	Robillard, H....C
Halton.....	Kearns, W.....C	Simcoe, E.....	Drury, Chas....L
Hamilton.....	Gibson, J. M....L	Simcoe, S.....	McKay, G. P....C
Hastings, E...	Hudson, W. P....C	Simcoe W.....	Phelps, O. J....L
Hastings, N...	Wood, A. P.....C	Stormont.....	Kerr, J.....C
Hastings, W...	Sills, E. G.....L	Toronto E.....	Morris, Hon. A...C
Huron, E.....	Gibson, T.....L	Toronto W.....	Clarke, H. E....C
Huron, W.....	Ross, A. M. L....L	Victoria, N.....	Fell, Robt.....C
Huron, S.....	Bishop, Arch....L	Victoria, S.....	McIntyre, D. J...L
Kent, E.....	McCraney, D.....L	Waterloo, N.....	Snider, E. W. B...L
Kent, W.....	Clancy, J.....C	Waterloo, S.....	Masters, I.....L
Kingston.....	Metcalfe, J. H....C	Welland.....	Morin, Col. J. E...L
Lambton, E...	Graham, P.....L	Wellington, C...	Clarke, Hon. C...L
Lambton, W...	Pardee, T. B....L	Wellington, W...	McKim, R.....L
Lanark, N.....	Caldwell, W. C...L	Wellington, S...	Laidlaw, J.....L
Lanark, S.....	Lees, Wm.....I	Wentworth, N...	McMahon, J....L
Leeds, N.....	Merrick, H.....C	Wentworth, S...	Awrey, N.....L
Leeds, S.....	Preston, R. H....C	York, E.....	Badgeaw, G. W...L
Lennox.....	Roe, Alex. H....C	York, N.....	Widdifield, J. H...L
Lincoln.....	Neelon, S.....L	York, W.....	Gray, John.....C

SENATE OF CANADA.

ONTARIO MEMBERS (24.)

Name.	Residence.	Politics	Name.	Residence.	Politics
Allan, Geo. W.	Toronto	C	O'Donohoe, Hon Jno.	Toronto	C
Alexander, Hon. G.	Woodstock	C	Northwood, Hon Jos.	Chatham	C
Benson, Hon. Jas R.	St Catharin's	C	Plumb, Hon Josiah B.	Niagara	C
Campbell, Hon Sir A.	Toronto	C	Reed, Hon Robt.	Belleville	C
Flint, Hon. Billa.	Belleville	C	Reesor, Hon David.	Yorkville	L
Hamilton, Hon. Jno.	Hawkesbu'y	C	Simpson, Hon John.	Bowmanville	L
Leonard, Hon. Eli'h.	London	L	Smith, Hon. Frank.	Toronto	C
McInnes, Hon Don'd.	Hamilton	C	Skead, Hon James.	Ottawa	C
McKindsey, Hon G C.	Halton	C	Scott, Hon R. W.	Ottawa	L
McMaster, Hon Wm.	Toronto	L	Turner, Hon James.	Hamilton	C
McMillan, Hon. Dr.	Alexandria	C	Vidal, Hon. Alex.	Sarnia	C
Macpherson, Hon DL	Toronto	C			

MEMBERS OF THE COUNTY COUNCIL, 1884.

MUNICIPALITY.	REEVE.	1ST-DEPUTY.	2ND-DEPUTY.	NO. OF MEM.
Harwich	David Daughill,	Wm. Cameron,	John Vester	3
Howard	Sam'l H. Spencer,	John McKerrecher	John Crawford	3
Raleigh	R. J. Morrison,	Gilbert H. Dolsen,	William Drew,	3
Chatham	W. H. Stephens,	A. Blackburn,	S. A. Julian.	3
Dover	John Wright,	David H. Everett,		2
Camden	Francis Gifford,	A. M. Mason,		2
Orford	John Lahore,	C. McLaren,		2
Tilbury East	Matthew Martin,	Jno. A. McGregor,		2
Romney	Caleb Coatsworth,			1
Zone	Jas. Cruickshank,			1
Bothwell	Wm. N. Johnson,			1
Dresden	I. B. Webster,			1
Thamesville	F. J. Mayhew,			1
Wallaceburg	George Mitchell,			1
Blenheim	J. K. Morris,			1
Ridgetown	John Leitch.			1

COUNTY OFFICIALS, 1884.

Judge	Archibald Bell	School Supt., West.	W. M. Nicholls†
Sheriff	John Mercer	Gaoler	Robert Mercer
Clerk of Peace	William Douglas	Gaol Surgeon	Dr. Jno. L. Bray
Clerk Co. Court	Wm. A. Campbell	High Constable	Jas. H. Reilley
Master in Chancery	Robert O'Hara	County Solicitor	Chas. E. Pegley
Registrar	P. D. McKellar	County Surveyor	W. G. McGeorge
Warden of County	David Caughill*	Board of Audit	{ Daniel Kerr,
Co. Treasurer	C. G. Charteris		{ John Wright
County Clerk	Daniel Kerr	Chairman H. S. Board	E. Robinson
Auditors	{ D. Cochrané, †	Sec. and Treas H.S.B.	T. R. Harris
	{ David Smith	Head Master H.S.	A. W. A. Finlay
School Supt., East	E. B. Harrison†	Court Stenographer	J. G. Stewart§

POST OFFICES:—*Guilds; †Ridgetown; ‡Blenheim; §Fletcher. All the others Chatham P. O.

Councils of the Municipalities of the County of Kent for 1884.

MUNICIPAL COUNCIL, 1884.

Municipality.	Clerks.	Treasurers.	P. O.
Harwich.....	W. R. Fellows.....'61	Thos. S. Bell..'71..	Blenheim.
Howard.....	Chas. Grant.....'62-'79	E. B. Harrison..'60..	Ridgetown.
Raleigh.....	John G. Stewart*..'80	Silas J. Harvey..'70..	Charing Cross
Chatham.....	Sid. J. Arnold.....'82	J. B. Grover..'71..	Louisville.
Dover.....	John Welsh.....'81	N. Pinsonneault..'84..	Dover South.
Camden.....	James Houston.....—	Jas. Blackburn..'—..	Dresden.
Orford.....	Henry Watson.....—	John D. Gillies..'—..	Duart.
Tilbury East..	D. R. Farquharson†..'73	John Coutts...'70..	Valetta.
Romney.....	Alfred Coatsworth..'80	Wm. Wickwire..'82..	Romney.
Zone.....	Samuel Harris†..'75	John Lidster..'72..	Bothwell.
Bothwell.....	H. F. Smith.....'70	Wm. M. Glover..'69..	Bothwell.
Dresden.....	John Chapple.....'72	C. P. Watson..'72..	Dresden.
Thamesville..	B. L. Chipman.....'84	Geo. Watts..'84..	Thamesville.
Blenheim.....	W. R. Fellows.....'75	Jas. Rutherford..'83..	Blenheim.
Wallaceburg..	H. E. Johnson.....'83	James Scott..'75..	Wallaceburg.
Ridgetown....	D. Cochrane.....'84	Ed. McCollum..'84..	Ridgetown.

*Fletcher. †Tilbury East. ‡Florence. Other Clerks same Post Offices as Treasurers. Figures indicate the year of appointment.

MUNICIPAL OFFICERS, 1884.

Municipality.	Assessor.	Post Office.	Collector.	Post Office.
Harwich.....	F. W. Wilson....	Chatham.	Geo. M. Baird....	Rond Eau.
Howard.....	.....	.....	.....	.....
Raleigh.....	W. H. Taylor....	Ouvry.	Samuel Wellwood..	Merlin.
Chatham....	Thos. Shaw,....	Appledore.	.....	.....
Dover.....	Peter Robert, ..	Dover S'h.	James Evans.....	Oungah.
Camden....	Hec. Johnston ..	Croton.	Frank Bourdeau. }	Dover South.
Orford.....	T. F. Routledge..	Muirkirk.	Arthur Anderson..	Dawn Mills.
Tilbury E..	George Hope....	Valetta.	John A. McArthur.	Duart.
Romney....	Benoni Healey ..	Wheatley.	Isaac L. Ainslie, ..	Edgeworth.
Zone.....	H. Osborne	Dante.	W. A. Robertson ..	Wheatley.
Bothwell..	A. Duncan.....	Bothwell.	Daniel Boam.....	Thamesville.
Dresden....	John Fretz,	Dresden.	H. Goulding.....	Bothwell.
Thamesville.	Charles Gill	Thamesv'le	George Adams	Dresden.
Blenheim ..	W. R. Fellows ..	Blenheim.	A. J. Campbell ..	Thamesville.
Wallaceburg.	Wm. N. Ayeres }	.....	Henry Lipscomb ..	Blenheim.
Ridgetown..	J. A. Burgess, }	Wallaceb'g	L. A. McDougall ..	Wallaceburg.
.....	W. H. Boughner.	Ridgetown	Wm. Teetzel.....	Ridgetown.

OFFICIALS TOWN OF CHATHAM, 1884.

Mayor,	Sylvester Hadley.	Chairman Sch. B'd. .	Wm. McKeough.
Clerk	John Tissiman.	Police Magistrate ..	M. Houston.
Treasurer	W. S. Ireland.	Chief of Police.....	A. B. Baxter.
Collector.....	Joseph Northwood, jr.	Market Clerks.....	J. & A. Blackburn.
Auditors {	.....	Street Surveyor ..	Jos. K. Dickson.
	.....	Chief Eng. Fire Dept.	W. White.
Assessors {	.....	Cemetery Caretaker ..	T. Sainsbury.
	.....	Town Physician	Dr. Richardson.
	.....	Town Solicitor.....	M. Wilson.
School Supt.....	Rev. A. McColl.	Bankers.....	The Federal Bank.
Sec'y School Board.....	David Smith.	Town Bailiff.....	S. F. Dennis.

MUNICIPAL OFFICIALS—AUDITORS—1884.

Municipality.	Auditor.	P. O.	Auditor.	P. O.
Harwich	A. H. White, Harwich Centre.		Thomas Henry, Rond Eau.	
Howard	E. D. Mitton, Ridgetown.		Jos. H. Mitton, Ridgetown	
Raleigh	Donald McPherson, Chatham.		Malcolm Huff, Chatham.	
Chatham	Jos. A. Bissell, Chatham.		T. McKerrall, Appledore.	
Dover	H. G. S. R. Pattinson, Chatham.		A. Ouellette, Dover South.	
Camden	Robt. Manson, Dresden.		W. T. Prangley, Dawn Mills	
Orford	John Lee, Highgate.		Jas. C. McDonald, Duart.	
Tilbury	Andrew Wilson, Edgeworth.		Alex. Nicol.	
Romney	T. A. Hustler, Romney.		Aug. Coatsworth, Romney.	
Zone	J. G. Hastings, Bothwell.		Geo. Cook, Thamesville.	
Bothwell	C. E. Bayley, Bothwell.		John Mylne, Bothwell.	
Dresden	S. J. Ball, Dresden.		S. Wallace, Dresden.	
Thamesville	Neil McCrimmon, Thamesville.		T. A. Edwards, Tham'ville.	
Blenheim	W. M. Nichols, Blenheim.		A. L. Peacock, Blenheim.	
Ridgetown	J. A. Elliott, Ridgetown.		J. A. C. Anderson, Ridget'n.	
Wallaceburg	Arthur Fisher, Wallaceburg.		Robt. J. Riddell, Wall'b'g.	

LICENSE COMMISSION, KENT COUNTY.

PROVINCIAL ACT.			
West Riding.	P. O.	East Riding.	P. O.
Commissioner.	David Smith, Chatham	Commissioner.	I. Swarthout, Fairfield
"	Jas. Gardiner.	"	Aug. Crane, Clearville.
"	A. McDougall, Wall'b'g	"	Wm. Ward, Dresden.
Inspector	Israel Evans, Chatham	Inspector	Thos. Boon, Bothwell.
Inspector's Salary,	\$500.	Inspector's Salary,	\$450.

DOMINION ACT.			
Commissioner	Judge, Arch. Bell	Chatham	P. O.
"	Warden, David Caughill	Guilds	"
"	A. S. Holmes	Chatham	"
Chief Insp. & Sec'y-Treas.	T. C. MacNabb	"	"
Inspector,	Ninian Holmes	"	"
Salary of Chief Inspector,	\$550.	Assistant,	\$500.

There are at this date applications for licenses under the Provincial Act, viz. :—West Riding, 30 Taverns, no Saloons, 7 Shops, no Boats. East Riding—49 Taverns, no Saloons, 7 Shops, no Boats; and for same under the Dominion Act for the whole County, 35 applications, viz. : 29 Taverns, no Saloons, 6 Shops.

COUNTY DEBT—1st January, 1884.

Debentures, old issue, of which the Town of Chatham pays \$2336.25,	\$ 14000 00
Erie & Huron Railway Debentures	120164 61
Debentures under By-law No 371	14282 79
	\$148447 40

TOWN OF CHATHAM DEBT, &c.

Proportion of County Debentures, old issue	\$ 2336 00
" Erie & Huron Railway Debentures,	31300 00
Erie & Huron Debentures, second issue,	30000 00
Consolidated Municipal Loan Fund	103173 00
Debentures issued to cover debt of 1881	18100 00
" " for School purposes	6470 00
Floating debt (against which stands a credit of about \$7,000, uncollected taxes),	24000 00
	\$215379 00

QUALIFIED COUNTY MAGISTRATES.

CHATHAM TOWN.

1878 Judge A. Bell,
 1879 Wm. Craddock,
 1863 Israel Evans,
 1848 A. S. Holmes,
 1863 Thos. Holmes,
 1874 Syl. Hadley,
 1874 J. M. Jones,
 1882 M. Houston, P. M.
 1874 John McKeough,
 1863 John Northwood,
 1874 R. O'Hara,
 1874 James Park,
 1874 Fred. Robinson,
 1863 R. O. Smith,
 1874 Chas. H. Wood,
 1874 N. H. Stephens,
 1874 R. A. Tompkins.

HARWICH.

1874 Wm. Forbes,
 1878 Wm. R. Follows,
 1874 Duncan Houston,
 1874 James Leslie,
 1874 John A. Langford,
 1848 Thos. McIntyre,
 1854 John McMichael,
 1874 Isaac H. Swarthout
 1874 Robt. Wilkie,
 1848 George Young.

HOWARD.

1874 Jonathan Brown,
 1863 John Duck,
 1874 Peter Campbell,
 1875 Luther Carpenter,
 1874 Wm. Coll,
 1874 H. D. Cunningham
 1874 W. J. Cunningham
 1874 John Crawford, jr.
 1875 Chas. Grant,
 1880 Capt. J. Cochran,
 1880 John P. McKinlay,
 1863 John Patterson,

1874 Chas. Richardson,
 1874 G. O. Rushton,
 1874 Jas. Rushton,
 1874 James Serson,
 1874 Jacob Smith,
 1874 Charles Shaw,
 1874 Hy. Westland,
 1874 Geo. A. Watson,

RALEIGH.

1874 John Cameron,
 1874 Wm. Catter,
 1883 John Clarkson,
 1848 Tim. Dillon,
 1863 Gilbert H. Dolson,
 1874 John Edwards,
 1874 Pat. Forhan,
 1883 John Foxton,
 1874 Alex. Goulet,
 1874 Jno. W. Kersey,
 1874 Robt. J. Morrison,
 1874 Edwin McCollom,
 1874 David Smith,
 1883 John G. Stewart,
 1877 Wm. H. Taylor,
 1854 Stephen White,
 1863 Robt. Williams,
 1880 Hugh Kennedy,
 1883 Albert H. White.

CAMDEN.

1874 John Bedford,
 1874 John B. Bobier,
 1874 Jas. Blackburn,
 1875 John Chapple,
 1874 Robt. Ferguson,
 1874 C. P. Forshee,
 1874 Aaron Highgate,
 1863 John McDonald,
 1863 Geo. Phillips,
 1863 A. J. C. Shaw,
 1863 Alex. Terrice,
 1883 Robt. Ward,

CHATHAM.

1863 C. G. Charteris,

1854 W. A. Everitt,
 1883 John W. Gibb,
 1883 Chas. W. Knight,
 1854 Sol. M. Knapp,
 1863 Henry Martin,
 1877 Alex. McDougall,
 1863 Dun. McNaughton,
 1863 And. McKinlay,
 1883 Edwin E. Parrott,
 1874 Jas. L. Ramsey,
 1874 Wm. H. Stephens,
 1863 Jas. Simpson,

DOVER.

1874 Thos. Dickenson,
 1874 Robt. Dunlop,
 1874 Wm. Grant,
 1874 Jas. McFarlane,
 1874 Timothy McQueen,
 1848 Thomas Smythe,
 1874 Henry Thibodeau,
 1874 Solomon Winter,
 1880 Joseph Ouellette,
 1880 Jeremiah Donovan.

TILBURY EAST.

1874 Wm. Russell,
 1874 John Richardson,
 1874 James Stewart,
 1854 R. H. Waddell.

ROMNEY.

1874 Randolph Dawson,
 1874 T. C. Renwick,
 1874 George Robinson,
 1856 John Smith.

ORFORD.

1874 John Lee,
 1863 Jas. C. Macdonald,
 1880 John D. Gillies,
 1883 Henry Watson.

ZONE.

1874 Thomas Boon,
 1874 Thomas Dillon,
 1874 Lawrence Vogler,
 1874 Jas. B. Wood.

The figures preceding the names indicate the year of first appointment.

CORONERS.

Chatham.....	Dr. John L. Bray.	Dresden.....	Dr. Gilbert Tweedie.
".....	Dr. T. K. Holmes.	Blenheim.....	Dr. Dr. J. Van Velsor.
".....	Dr. H. J. Murphy.	Buckhorn....	Dr. Jonath'n McCully.
".....	Dr. G. E. Richardson.	Wallaceburg..	Dr. George Mitchell.
".....	Dr. George A. Tye.	Bothwell.....	Dr. Francis H. Pope.
Ridgetown....	Dr. Jacob Smith.	Thamesville..	Dr. R. D. Swisher.
".....	Dr. R. C. Young.	Highgate.....	Dr. Absalom Decow.
Dresden.....	Dr. Sibree Clark.	Duart.....	Dr. D. C. Leitch.

COUNTY CLERGY.

CHURCH OF ENGLN.

Blenheim H. D. Steele.
 Bothwell, R. F. Dixon.
 Chatham... F.W. Sandys (Arch. Dea.)
 " South N. H. Martin.
 " North, R. O. Cooper.
 Dresden..... F. W. Murray, sup.
 Duart, W. B. Rally, sup.
 Florence G. W. Racey.
 Highgate W. M. Shore.
 Morpeth, J. Downie.
 Thamesville, W. Davis (R.D.)
 Wallaceburg H. A. Thomas.

CHURCH OF ROME.

Bothwell..... Albert McKeon.
 Chatham... F. Bernardine, O. S. F.
 Chatham... Wm. Gausepohl, O. S. F.
 " Innocent Bruers, O. S. F.
 Dover South..... Rev. J. Bauer.
 Fletcher..... Thomas West.
 Wallaceburg..... J. Ryan.

BAPTIST CHURCH.

Buxton..... John H. Washington.
 Blenheim & Buckhorn.. F. Best, ret'd
 Chatham..... J. H. Best.
 Chatham..... Thomas F. Scott.
 Dresden..... S. H. Davis.
 " J. Forth.
 Florence..... J. B. Huff.
 Highgate & Palmyra... J. Gilmour.
 " W. Trenaman.
 Kent Bridge..... A. M. Facey.
 Louisville & Northwood.. S. Jackson.
 Ridgetown..... Wm. Prosser.
 " H. Cocks.
 Wallaceburg... N. McDonald, ret'd.

PRESBYTERIAN CHURCH.

Bothwell..... Vacant.
 Buxton..... Vacant.
 Chatham..... J. R. Battisby.
 " Angus McColl.
 " William Walker.
 Dover & Lidcott.. John A. McAlmon.
 Duart..... Arch. Currie.
 Dresden..... T. Tallach.
 Florence..... Dr. Lamont.
 Ridgetown..... G. G. McRobbie.
 Rond Eau..... A. W. Waddell.
 Thamesville..... J. Becket.
 Valetta..... John Logie.
 Wallaceburg..... D. Currie.

PRIMITIVE METHODIST CHURCH.

Baldoon..... T. B. Coupland.

Chatham..... R. Augur, sup'd
 Charing Cross..... D. H. Taylor'

METHODIST CHURCH.

Blenheim..... Ed. Kershaw.
 Bothwell.... J. W. Freeman, F. D.
 Chatham..... W. R. Parker, M. A.
 " E. E. Scott.
 Charing Cross... { S. Sellery, B. D.
 " & T. B. Trimble.
 Dawn Mills..... D. A. Moyer.
 Dresden..... Robt. H. Hall.
 Florence..... Jas. Livingstone.
 Morpeth..... Geo. R. Turk.
 Ridgetown.. J. R. Lundy (or Gundy).
 " Ed. McCollom, sup'd.
 Romney..... W. T. Turner.
 " C. T. Scott.
 Sydenham..... Chancellor Teeter.
 Thamesville..... Jas. H. Orme.
 " Wm. H. Cooper.
 Wallaceburg... A. L. Russell, B. D.
 " Thomas Hanna, sup'd.

METHODIST EPISCOPAL CHURCH.

Blenheim..... W. M. Pomeroy.
 Bothwell..... W. E. Gifford.
 Chatham..... D. Pomeroy.
 Dresden..... J. P. Fryer.
 Wheatley..... R. A. Howey.
 Florence..... J. M. Collins.
 Guilds..... S. Y. French.
 Harwich..... J. R. Phillips.
 Highgate..... D. M. Kennedy.
 Kent Bridge..... W. McIntosh.
 Raleigh..... A. W. Tyler.
 Ridgetown..... R. C. Parsons.
 Thamesville..... G. A. Fulcher.
 Wallaceburg..... C. Burdett.
 Mitchell's Bay... T. L. McCutcheon.

BRITISH M. E. CHURCH.

Buxton..... S. D. W. Smith.
 " Richard Pecoe & Jas. Steel.
 Chatham... Rt. Rev. R. R. Disney.
 " C. A. Washington.
 Dresden..... B. P. Whipper.
 " J. Chauncy, H. M. Ag't.
 Rond Eau..... P. Jackson.
 Nazey Inst., Chatham.. T. Jefferson.

UNITED BRETHERN IN CHRIST.

Duart..... Wm. Moore.

UNIVERSALIST CHURCH.

Rond Eau..... C. K. Gibson.

CONGREGATIONAL CHURCH.

Valetta..... W. & E. J. Burgess.

GOVERNMENT OFFICERS, 1884.

1862	J. G. Pennefather	Collector of Customs.	Chatham.	\$1100
1864	Charles Fraser	" "	Wallaceburg.	800
	A. R. McGregor	Landing Waiter.	Chatham.	800
1883	Joseph M. Eberts	" "	"	500
1865	John Duck	" "	Morpeth.	400
1883	W. R. Fellows	Preventive Officer.	Rond Eau.	400
1870	Caleb Coatsworth	" "	Romney.	300
1873	Charles Dunlop	Dep. Coll. Inland Rev.	Chatham.	1000
	J. M. Yates	Excise Officer.	Chatham.	735
	John Beattie	Indian Agent,	Highgate.	350
	Mrs. Thos. Cartier	Lighthouse Keeper.	Thames M'uth.	460
	Thos. Harrison	" "	Rond Eau Har.	400
1883	Richard Linton	Inspector of Hides.	Chatham.	Fees.
	Timothy McQueen	Insp. Fisheries, Thames.	Dover.	50
	John McMichael	" " L. Erie.	Blenheim.	50
	John Baxter	Clerk of Works P. O.	Chatham.	\$75 $\frac{1}{2}$ m.
	Joseph Northwood	" " Dover.	"	\$2 $\frac{1}{2}$ $\frac{1}{2}$ d.
1884	John Chapple	Police Magistrate.	Dresden.	
1884	George A. Watson	" "	Ridgetown.	

Figures preceding the name indicate date of appointment.

DIVISION COURT CLERKS.

Division.	Clerks.	Post Office.	Bailiffs.	P. O. Address.
No. 1—	Wm. B. Wells,	'70 Chatham.	{ Chas. Moore, T. Nelson,	Chatham.
" 2—	John Duck,	'60 Morpeth.	William Teetzel,	Ridgetown.
" 3—	S. W. Wallace,	'78 Dresden.	Chas. Stephens,	Dresden.
" 4—	George Young,	'51 Harwich.	{ W. R. Fellows, jr. John Little,	Blenheim.
" 5—	D. B. McDonald,	'80 Wallaceburg.	Thos. Forhan,	Wallaceburg
" 6—	George Moore,	'82 Bothwell.	{ S. J. Thomas, H. F. Smith,	Bothwell.
" 7—	D. R. Farquharson,	'78 Tilbury East.	Michael Dillon,	Merlin.

DIVISION COURTS, COUNTY OF KENT, FOR 1884-5.

No. of Div.	PLACE WHERE COURT HELD.	DAY OF WEEK AND MONTH IN WHICH COURT IS HELD.											
		April.	May.	June.	July.	August.	Sept'r.	October.	Nov'r.	Dec'r.	Jan. '85.	Feb. '85.	
1	Chatham	Tuesday	22	27	15	19	18	21	13	24			
2	Ridgetown	Friday	9	11	12	7	9						
3	Dresden	Tuesday	15	3	12	21	23	17					
4	Blenheim	Friday	11	6	8	17	19	13					
5	Wallaceburg	Wednesday	16	4	13	22	24	18					
6	{ Bothwell Thamesville.	Monday	14	2	11	20	22	16					
7	Merlin	Wednesday	7	30	15	22	14						

Hours of Opening—10 A. M.

AGRICULTURAL SOCIETIES.

Name of Society: Fair Grounds. President. Vice-President. Secretary. Treasurer.

AGRICULTURAL SOCIETIES.

Name of Society:	Fair Grounds.	President.	Vice-President.	Secretary.	Treasurer.
West Kent	Chatham	Samuel Glenn,	Andrew Neil,	John Tissiman,	George D. Ross.
East Kent	Thamesville,	Arthur Anderson,	John Ferguson,	A. J. Campbell,	S. A. Tye.
Chatham, Dover and Sombra	Wallaceburg	Barnabus Wemp,	T. B. Gillard,	Wm. A. Ayres,	John Lillie.
Harwich	Bienheim	Wm. Thompson,	Wm. Clark,	W. R. Fellows,	Jno. McGregor,
Howard	Ridgetown	George Rockey,	Henry Buller,	D. Cochrane,	Wm. Craig.
Raleigh	Town Hall	T. L. Parto.	G. H. Dolson	A. H. White,	A. H. White,
Orford	Highgate	Jomas Gosnell,	A. J. McDonald,	B. L. Pomeroy,	Wm. Risk.
Tilbury East	Town Hall	Harry Forbes	Thos. Taylor.	Thos. Harbourn,	Jno. Richardson,
Romney	Wheatley	Geo. Robinson,	Abram Healey,	Benoni Healey.	James Hodgson.
Camden	Dresden,	C. Livingstone.	Arthur Anderson,	John Chapple.	N. B. Carscallen.

The Post Office of Secretary and Treasurer is the same in all cases as where Fair Grounds are located, save A. H. White, Thomas Harbourn and John Richardson, whose are respectively Chatham, and Valetta.

KENT OR 24TH BATTALION OF VOLUNTEERS.

	STAFF.
Lieut.-Colonel,	A. B. Baxter
Senior Major,	Matthew Martin
Junior Major	Conrad Rowe
	Lieut. J. B. Rankin
	Paymaster, Major H. G. Reed
	Quartermaster. T. H. Nelson
	George A. Tye

COMPANIES.

No. 1, Chatham	Captain H. A. Patterson	Lieutenant Major J. H. Reilly
" 2,	Captain G. K. Atkinson	Lieutenant T. K. McKeand
" 3, Ridgetown	Captain. Thos. C. Sommerville	Lieutenant H. G. S. R. Pattinson
" 4, Tilbury	Captain Simeon Smith	Lieutenant Wm. N. Johnson
" 5, Bothwell	Captain John Robinson	Lieutenant—J. F. Ferguson 2nd Lieut., W. H. Clapp
" 6, Dresden	Captain D. S. Denhart	Lieutenant—J. F. Ferguson 2nd Lieut., W. H. Clapp
Band, 18 Men—Harry Taylor, acting Bandmaster.	No. 7 Co. of Windsor, Capt. Cheyenne, is now attached to the 24th Batt.	

The P. O. address of the Staff Officers with the exception of Matthew Martin and Conrad Rowe, whose are respectively Tilbury East and Ridgetown, is Chatham. The P. O. address of the Company Officers is:—No. 3 Company, Ridgetown; No. 5 Company, Bothwell; No. 6 Company, Dresden; No. 7 Company, Windsor. All the rest Chatham. Headquarters of Battalion and Band, Chatham.

Jan. '85. 13 24
 Feb. '85. 9 17
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 14

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 400
 300
 1000
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 Feb. '85.

BANKS AND LOAN SOCIETIES.

INSTITUTIONS.	LOCATION.	MANAGERS.
Merchants Bank of Canada.....	Chatham,	F. S. Jarvis.
Canadian Bank of Commerce.....	"	J. E. Thomas.
Federal Bank of Canada.....	"	R. N. Rogers.
Molson's Bank	Ridgetown.....	R. Robertson.
Chatham Loan & Savings Society....	Chatham,	S. F. Gardiner.

RAILWAY STATIONS.

GRAND TRUNK—G. W. DIV.

Newbury	S. J. Ball, Agent.	Louisville.....	Agent.
Bothwell	S. Yorke, " "	Chatham	John McLerie, " "
Thamesville....	D. Cooper, " "	Prairie Siding..	C. Kontze, " "

CANADA SOUTHERN—MICH. CENTRAL.

Muirkirk	R. S. Bodman, Agent	E. & H. Crossing.	M. Potticary, Agent
Highgate	W. L. Soules, " "	Charing Cross ..	W. H. Stephenson " "
Ridgetown, ...	Jas. A. Dart, " "	North Buxton..	F. Hall, " "
Weldon,	J. E. Weldon, " "	Fletcher,	J. F. Grimes, " "
Harwich,	S. Hatch, " "	Tilbury Centre..	C. W. Scherer, " "

ERIE AND HURON.

C. S. Crossing, ..	M. Potticary, Agent.	Chatham,	J. L. Terry, Agent.
Rond Eau,	" "	Dresden,	Sam'l Pierce, " "
Blenheim	J. E. Depew, " "	Wallaceburg, ..	A. Shain, " "

Signal Stations—Tupperville, Chatham Centre and Darrell.

EXPRESS OFFICES AND AGENTS.

Blenheim	F. E. Arkell.	Highgate,	W. L. Soules.
Bothwell	Wm. Laughton.	Muirkirk,	R. S. Bodman.
Charing Cross ..	W. H. Stephenson.	Newbury	J. J. Archer.
Chatham,	A. McNaughton.	Ridgetown, ...	L. S. Hancock.
Dresden,	J. E. McGlohan.	Thamesville....	F. J. Lawrence.
E. & H. Crossing.	M. Potticary.	Tilbury Centre..	C. W. Scherer.
Fletcher,	J. F. Grimes.	Wallaceburg, ..	A. Fisher.

Express Agent on Erie & Huron Railway—Matthew Liddy.

TELEGRAPH OFFICES AND AGENTS.

Blenheim	F. E. Arkell.	Highgate,	Miss Leroy.
Bothwell	W. Moore.	Merlin,	E. Sales.
Buckhorn	E. J. Benedict.	Morpeth,	D. D. McTavish.
Buxton South ..	Mrs. Coutts.	Muirkirk,	R. S. Bodman.
Charing Cross ..	W. H. Stephenson.	Port Lambton..	J. Henderson.
C. S. Crossing, ..	M. Potticary.	Ridgetown, ...	Lena Hay.
Chatham,	Robert Berry.	Rond Eau,	W. Arkell.
Dresden,	E. Miller.	Thamesville....	S. A. Tye.
Duart,	R. Gosnell.	Wheatley	J. Fox.
Fletcher,	J. F. Grimes.	Wallaceburg, ..	A. Fisher.
Florence,	A. Forshee.		

Rates, 25c. for 10 words; 15c. between points a short distance apart; and night rate to all points at 1c. per word, but no message taken for less than 25c., whatever the number of words.

LIST OF POST OFFICES IN THE COUNTY OF KENT.

Yr estab.	Name.	Township.	Place.	Name of Postmaster.
1875	Appledore	Chatham	7th Con., Lindsley Road	Theo. McKerrall.
1875	Baldoon	Dover	Rankin Settlement	Wm. A. Bishop.
1849*	BLENHEIM	Harwich	Village	J. K. Morris.
1865	Botany	Howard	Lot 7, Botany Road	C. McBrayne.
1856*	BOTHWELL	Zone	Bothwell Town	Wm. Regan.
1850	Buckhorn	Harwich	Buckhorn Village	E. I. Benedict.
1851	Buxton	Raleigh	Buxton Village	D. C. Echlin.
1861*	CHARING CR'SS	Raleigh	Charing Cross Village	John Hunter.
1828*	CHATHAM	Town	Chatham Town	Samuel Barfoot.
1831*	Clearville	Orford	Clearville Village	Henry Watson.
	Clachan	Orford	Aldboro' Town Line	Margaret Cairns.
1881	Croton	Camden	Opposite Croton Mills	L. Phillips.
1881	Dante	Zone	Lot 15, 4th Con.	Jas. W. Green.
1863	Darrell	Chatham	Duncan's Store, E. & H. R.	Edward Hall.
1834	Dawn Mills	Camden	Dawn Mills Village	W. A. Ward.
1831	Dealtown	Raleigh	Lot 162, Talbot Road	Isaac Lambert.
1860	Dover South	Dover	Pain Court Village	Joseph Bechard.
1854*	DRESDEN	Camden	Dresden Town	C. P. Watson.
1857	DUART	Orford	Duart Village	Ep. Britton.
1855	Edgeworth	Tilbury E.	Lot 25, Middle Road	James Waddell.
1863	Fairfield	Harwich	Troy Village	Isaac Swarthout.
1875	Fletcher	Tilbury E.	Ral. & T. E. line, C. S. R'y.	P. T. Barry.
1881	Grove Mills	Camden	G. Wabash Settlement	Alonzo Reeble.
1867	Guilds	Harwich	Lot 108, Old Street	Julius Guild.
1851	Harwich	Harwich	McKay's Corners	Mrs. Hutchinson.
1878	Harwich Cen.	Harwich	Side Line, 10th Con.	S. W. White.
1865	HIGHGATE	Orford	Highgate Village	Henry Bell.
1883	Irwin	Raleigh	Lot 13, Con. 6	Wm. Irwin.
1830	Kent Bridge	Chatham	Kent Bridge	J. A. Langford.
1883	Keith	Chatham	Lot 26, Con. 2	J. M. Dunston.
1842	Louisville	Chatham	Louisville Village	L. H. Arnold.
1882	Lidcote	Chatham	6th Con., Caledonia Road	D. D. Purdy.
1868	Merlin	Raleigh	Merlin Village	H. A. Miller.
1872	Mitchell's Bay	Dover	13th Con. Lake St. Clair	C. W. Raymond.
1877	Muirkirk	Orford	Can. South. R'y Station	A. McDonald.
1831*	MORPETH	Howard	Morpeth Village	J. C. Nation.
1881	MULL	Harwich	Side Line Can. S. R'y	Neil Watson.
1879	N. Buxton	Raleigh	8th Con. Can. S. Cross	Angus McPhee.
1879	Northwood	Harwich	Louisville Switch	A. L. Arnold.
1876	Oldfield	Chatham	14th Con. Dover T. Line	Miss Kennedy†
1876	Ouvry	Raleigh	Lot 151, Talbot Street	Geo. Goulet.
1857	Oungah	Chatham	9th Con. Dover T. Line	C. B. Kinney.
1883	Prairie Siding	Raleigh	Lot 7, on River	Robt. Williams.
1875	Palmyra	Orford	Talbot Road	John Mills.
1883	Quinn	Tilbury E.	E. Lot 17, M. R. S.	Wm. Graham.
1847*	RIDGETOWN	Howard	Ridgetown Town	L. S. Hancock.
1831	Romney	Romney	Lot 220, Talbot Road	C. Coatsworth†
1867	Rond Eau	Harwich	Rond Eau Harbor	Wm. Stirling.
1860	Selton	Howard	4 con. Thamesville Road	A. Robinson.
1851	Tilbury East	Tilbury E.	Smith's Mills	Robt. Smith.
1834*	THAMESVILLE	Camden	Thamesville Village	John Duncan.
1877	Turin	Orford	9th con. Line	R. F. Dickson.
1883	Thorncliffe	Chatham	Lot 24, Con. 7	Geo. B. Shaw.
1883	Tupperville	Chatham	Starkweather's Corner	Samuel Sutor.

LIST OF POST OFFICES—CONTINUED.

Yr. estab.	Name.	Township.	Place.	Name of Postmaster.
1864	Valetta.....	Tilbury E.	Lot 15, Middle Road.....	J. Richardson.
1834*	WALLACEBURG.	Chatham..	Wallaceburg Village..	D. B. McDonald.
1879	Weldon.....	Harwich..	Howard T. Line, C.S.R'y..	J. E. Weldon.

Names in Small Caps are Money Offices; those preceded by asterisk * are Savings' Bank Offices.
 † In P. O. Guide these are shown blank.

ERIE & HURON RAILWAY.

President—A. McKellar, Hamilton.	General Manager—E. O. Bickford.
Vice-Pres't—Alex. Trerice, Dresden.	Gen. Freight & Pass. Agent—W. N. Warburton.
Secretary—Alex. MacNabb, Toronto.	Chief Engineer—E. F. Fauquier.
Directors—P. D. McKellar, Chatham.	Superintendent—J. J. Ross.
“ —E. F. Fauquier, Chatham.	Track Supt.—W. H. McKell.
“ —Davidson Black, Toronto.	Accountant—A. G. Laird.
“ —E. J. Delamere, Toronto.	
Head Offices—Chatham.	

STAGE ROUTES.

Blenheim & Leamington, ..	Blenheim*	11 A.M.	Leamington*	8.30 A.M.	\$1.50
Blenheim & Morpeth,	Blenheim,	*11 A.M.	Morpeth*	2.00 P.M.	50
Morpeth & Ridgetown	Morpeth, †	6 A.M.	Ridgetown†	6.00 P.M.	25
Ridgetown & Thamesville..	Ridgetown†	7 A.M.	Thamesville†	4.00 P.M.	50
Bothwell & Florence	Bothwell†	4 P.M.	Florence†	7.00 A.M.	50
Newbury & Wardsville....	Newbury†	4 P.M.	Wardsville†	7.30 A.M.	25

* Connect with Erie & Huron trains. † Or to connect with morning mail trains going East. ‡ Or upon arrival of mail train from the East.

STEAMBOAT ROUTES.

DRESDEN AND DETROIT.

Steamer "Byron Trerice,"—Asa Ribble, Master—leaves Dresden on Mondays, Wednesdays and Fridays at 5 P.M.; leaves Detroit on Tuesdays and Thursdays at 6 P.M., and Saturdays at 12 P.M., calling at intermediate ports. Fares—Single trip, \$1.25; round trip, \$2. From Wallaceburg, \$1 and \$1.50 respectively. Stateroom berths, 50c., and meals, 35c. extra.

WALLACEBURG AND SARNIA.

Steamer "Hiawatha"—John Scott, Master—leaves Wallaceburg daily at 6 A.M., and Sarnia at 3 P.M., calling at intermediate ports.

CHATHAM AND DETROIT.

Steamer "C. H. Merritt,"—A. Cornette, Master—leaves Chatham on Mondays, Wednesdays and Fridays at 8 P.M.; leaves Detroit on Tuesdays, Thursdays and Saturdays at 7 P.M. Fare, 75c.

DETROIT AND DULUTH—DETROIT AND BUFFALO.

Lake Superior Transit Company Steamers—Leave foot of Woodward Avenue, Detroit, for Sault Ste. Marie, Duluth, and intermediate ports, every Monday, Thursday, Friday and Saturday, at 11 P.M. Leave Detroit for Buffalo and intermediate ports, every Monday, Wednesday, Saturday and Sunday at 5 P.M. Cabin includes stateroom and meals. Tickets for all Lake points and for all rail points beyond, furnished by JAMES SOUTAR, Chatham, to whom apply for particulars.

A. F. & A. MASONS.

ESTABLISHED.	NO.	LODGE.	WHERE HELD.	NIGHTS OF MEETING.
14th July, 1858	46	*Wellington.	Chatham.....	First Monday.
— March, 1867	179	*Bothwell.....	Bothwell.....	Wed., o. b. f. m.
13th July, 1871	245	Tecumseh.....	Thamesville....	Tues., o. b. f. m.
25th June, 1871	255	Sydenham.....	Dresden.....	Wed., o. a. f. m.
19th Jan'y, 1872	267	Parthenon.....	Chatham.....	First Wednesday.
—th May, 1872	274	*Kent.....	Blenheim.....	Monday o. b. f. m.
9th July, 1874	312	*Pynx.....	Wallaceburg...	“ “
2nd Dec., 1875	336	*Highgate.....	Highgate.....	First Thursday.
	391	*Howard.....	Ridgetown.....	Second Thursday.
10th Mar., 1881	390	Florence.....	Florence.....	Tuesday, o. b. f. m.

ROYAL ARCH MASONS.

ESTABLISHED.	NO.	CHAPTER.	WHERE HELD.	NIGHTS OF MEETING.
9th Aug., 1871	47	*Wellington.	Chatham.....	Thursday o. b. f. m.
19th Jan., 1881	88	MacNabb.....	Dresden.....	Monday o. b. f. m.

Lodges marked thus * hold installation of officers on the Festival of St. John the Evangelist; all others on that of St. John the Baptist.

INDEPENDENT ORDER OF ODD-FELLOWS.

ESTABLISHED.	NO.	LODGE.	WHERE HELD.	NIGHTS OF MEETING.
10th Aug., 1847	29	Chatham.....	Chatham.....	Tuesday.
21st Mar., 1860	40	Rond Eau.....	Blenheim.....	Monday.
23rd June, 1871	74	Bothwell.....	Bothwell.....	Tuesday.
13th June, 1872	93	Western City....	Chatham.....	Monday.
5th Sept., 1874	120	Sydenham Valley.	Wallaceburg...	Friday.
8th Jan'y, 1874	124	Dresden.....	Dresden.....	Monday.
11th June, 1874	144	Ridgetown.....	Ridgetown.....	Wednesday.
4th March, 1875	157	Thamesville.....	Thamesville....	Thursday.
10th Jan'y, 1877	196	Florence.....	Florence.....	Wednesday.
22nd Mar., 1881	226	Merlin.....	Merlin.....	Saturday.

ENCAMPMENTS.

ESTABLISHED.	NO.	NAME.	WHERE HELD.	NIGHT OF MEETING.
9th Nov., 1871	10	Chatham.....	Chatham.....	1st and 3rd Thursday
26th May, 1881		Bothwell.....	Bothwell.....	2nd and 4th Friday.

ANCIENT ORDER UNITED WORKMEN.

ESTABLISHED.	NO.	LODGE.	WHERE HELD.	NIGHTS OF MEETING.
3rd May, 1878	2	Peninsular.....	Chatham.....	Every Friday.
23rd Nov., 1878	8	Howard.....	Ridgetown.....	1st and 3rd Friday.
13th Jan., 1879	13	Blenheim.....	Rond Eau.....	1st and 2nd Wed.
22nd Jan., 1879	15	Morpeth.....	Morpeth.....	Every Wednesday.
17th Jan., 1879	19	Highgate.....	Highgate.....	Monday.
30th May, 1879	24	Thames.....	Thamesville....	Alternate Fridays.
9th Nov., 1880	96	Valetta.....	Valetta.....	1st and 3rd Saturday.
14th Dec., 1880	100	Clearville.....	Clearville.....	1st and 3rd Tuesday.
12th Feb., 1881	110	Dresden.....	Dresden.....	Wednesday.

ORDER OF FORESTERS.

ANCIENT.

ESTABLISHED.	NO	LODGE.	WHERE HELD.	NIGHTS OF MEETING.
12th July, 1877	6244	Court Hope.....	Chatham.....	Tuesday.
	6571	Pride of Erie....	Buckhorn.....	Saturday.
30th May, 1883	6900	Unity.....	Chatham.....	Wednesday.
12th Nov., 1883	7044	Benevolence.....	Thamesville....	2nd & 4th Mondays

INDEPENDENT.

12th July, 1877	6	McGregor.....	Chatham.....	Every Tuesday.
6th Dec., 1882	25	Dominion.....	Highgate.....	Wednesday.
12th Jan., 1882	98	Harwich.....	Blenheim.....	Every Tuesday.

CANADIAN.

— Oct., 1879	6	Chatham.....	Chatham.....	Thursday.
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HIGH SCHOOL, CHATHAM.

Number of pupils enrolled during 1883, 163—95 girls and 68 boys. 106 were from the town and 57 from the country. Average attendance, 104. All were students in English Grammar, English Literature, Composition, Dictation, History, Geography, and Arithmetic; 161 in Physiology and Drawing; 147 in Euclid; 68 in Algebra; 62 in French; 49 in Latin; 22 in Greek; 48 in Botany; 37 in Chemistry; 17 in German; 2 in Natural Philosophy; 46 in Book-keeping; 70 in Reading; 95 in Calisthenics; and 60 in Drill.

One lady student (Miss A. Stone) matriculated at the June examination of the University of Toronto with honors in French and German; one student joined the Law Society, two entered upon the study of Medicine, 46 wrote at the Departmental examination in July; and 41 obtained certificates, viz.: 18 Intermediate, 20 Third Class, and 3 Second Class. 182 entrance candidates wrote at the High School during the year, and 112 were passed by the Examiners. There are at the High School at present large University and Professional classes in active operation.

One Head Master, 4 Assistants, and Drawing Master. Gross income, \$5,000. Masters' salaries, \$4,000.

HIGH SCHOOL, RIDGETOWN.

Opened 3rd Sept., 1883; Head Master, Geo. A. Chase, B.A. Roll at end of year, 50 pupils. All pupils take subjects in English, 47 in Euclid and Algebra, 20 in Latin, 1 in Greek, 31 in French, and 7 in German. There are now three Masters (salaries \$2100) and the roll is increasing.

THE PUBLIC SCHOOLS.

Number 140, with an aggregate enrollment of about 12,000 pupils and an average attendance of 4400. The gross income is about \$80,000. The average salary paid male teachers is nearly \$400; female teachers, say \$275. Although returns from Inspector of East Kent are very complete we are unable to make use of them without those from West Kent, which have not been furnished.

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STATISTICS OF COUNTY MUNICIPALITIES FOR 1883.

MUNICIPALITY.	Assessment Roll, 1883.	Rate in mills.	Collector's Roll in 1883.	Income, all sources.	Debt, incl. drainage and Schools.	Ordinary debt without drainage
Harwich,	\$2415147	....	\$28000	\$32000	\$10202	....
Raleigh.....	1744658	....	28908	58051	81498	None.
Howard,	1536859	....	17813	17973	6861	\$5624
Chatham Township..	1311295	....	35380	No	returns.	....
Dover,	827890	....	....	No	returns.	....
Orford,	1018390	....	14475	....	2944	None.
Tilbury East,	1476660	....	15324	22935	10508	"
Camden,	1068630	....	14662	26191	10773	\$2680
Romney,	487882	....	5195	....	6171	None.
Zone,	319916	....	5494	9414	1405	\$1885
Dresden,	419315	20	8000	9000	36396	5550
Ridgetown,	402703	20	7846	....	3504	1388
Wallaceburg.....	252665	32½	8869	10318	21468	2095
Blenheim	211927	13	2996	....	....	....
Bothwell	179056	18	3500	4000	None.	None.
Thamesville.....	110005	26	3520	4183	5744	"
Chatham Town.....	2913855	15	45294	58594	191379	\$24000

STATISTICS FOR 1883—CONTINUED.

MUNICIPALITY OF	Assessment equalized by County Judge	County rate.	Rate E. & H. Railway.	Legislative School Grant.	Public School Tax.	Expenditure, Drainage Ac.
Harwich,	\$5407854	\$5447	\$5367	\$ 774	\$11313	3500
Raleigh.....	3666680	3693	....	502	6465	16611
Howard.....	3478482	3504	....	482	10943	4712
Chatham Township,	3229787	3253	3206	686	7358	....
Dover,	2104637	2120	1076	477	....	....
Orford,	1612114	1624	....	528	4428	3000
Tilbury East,	1490430	1501	....	366	3911	4265
Camden	1368122	1378	1005	398	4200	3862
Romney,	697413	702	....	140	1925	2946
Zone,	631716	637	....	176	1810	3298
Dresden,	398920	402	396	264	2730	....
Ridgetown,	490333	494	....	238	3144	....
Wallaceburg.....	341909	344	339	121	2672	....
Blenheim	272202	274	270	142	1726	....
Bothwell	229056	231	....	147	1600	....
Thamesville	151067	154	....	92	2150	....
Chatham Town.....	2913855	2347	3638	886	13000	....

The assessments equalized by the County Judge, as compared with the equalization of the County Council reduces Erie & Huron rate of Camden \$224, Dover \$223, Dresden \$336, Blenheim \$270, Wallaceburg \$339, and increases it for Chatham Tp. \$250 and Harwich \$815. Decreases the county rate of Camden \$294, Dover \$76, Orford \$420, Romney \$1.50, Zone \$20, Bothwell \$74, Dresden \$392, Ridgetown \$245, Blenheim \$124, Thamesville \$65, Wallaceburg, \$151, and increases Chatham Tp. \$175, Harwich \$705, Howard \$228, Raleigh \$697, and Tilbury East \$67.

COUNTY STATISTICS FOR 1883—FROM TOWNSHIP RETURNS.

The sums with the * marks preceding are given from other sources, the spaces for 1883 being either blank or apparently wrongly stated.

MUNICIPALITIES.

	No. of Ratepayers.	No. in families of rated residents.	Population, Census 1881.	No. Acres Assessed.	Acres Cleared Land.	Acres Woodland.	Acres Orchards, &c.	Acres Waste Land.	Total Value of Real Property.	Value of Personal Property.	No. of Cattle.	No. of Sheep.	No. of Hogs.	No. of Horses.	Persons 21 to 60 years.
Township of Camden	778	2687	3239	46196	*25969	*18041	166	1491	\$989460	\$34720	673	463	407	317	645
Chatham	1392	4853	5907	84634	34959	22453	974	26220	1257895	53400	5578	3239	3240	2245	1065
Dover	810	3412	4447	67629	24050	15981	604	*26751	793451	34439	3765	1870	2300	1741	705
Harwich	1441	4706	6410	87806	*66065	18693	1424	2430	2303872	111275	4543	2861	3036	2099	1005
Howard	1021	3607	3962	59298	*46396	11451	1109	937	1452179	84680	3372	2994	1636	1510	622
Orford	794	2941	3766	49874	32651	14669	702	2554	983310	37880	4076	3535	1068	1352	622
Raleigh	1254	4294	5298	71676	*37981	30969	1073	1156	1663978	80680	2926	1546	1306	1464	918
Romney	275	1020	1082	25978	5080	20879	231	34	455071	32811	921	501	145	414	244
Tilbury East	690	2749	2872	44866	13845	24298	480	*8869	1434753	41907	2387	1421	2103	959	*560
Zone	378	1268	1495	25118	9042	16076	*200	.....	201242	28674	1383	1408	982	487	509
Town of Bothwell	274	956	965	2300	.....	.....	.....	.....	142566	36490	120	97	82	101	184
Dresden	575	1606	1979	642	.....	.....	.....	.....	374865	44450	74	6	69	144	677
Ridgetown	658	1939	1538	585	.....	.....	.....	.....	370678	34225	89	31	36	104	432
Village of Blenheim	* 366	1025	1212	486	.....	.....	.....	.....	182142	29785	57	.....	7	105	*419
Thamesville	99	660	740	400	.....	.....	.....	.....	95005	15000	113	26	76	78	168
Wallaceburg	400	1319	1525	500	.....	.....	.....	.....	227340	25325	79	23	25	99	333
Town of Chatham	11205	39042	46437	567988	296038	193528	8963	70442	13027807	725741	30106	19721	16518	13219	9108
	1784	7950	7873	1650	.....	.....	.....	.....	2682855	230550	84	.....	17	165	*2500
County	12989	46992	64310	569638	296038	193528	6963	70442	15710662	956291	30190	19721	16535	13384	11608

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SALARIES OF OFFICIALS.

COUNTY.

County Judge	\$2400	Gaoler	\$650
County Attorney,	1000	Turnkey,	430
County Sheriff	Fees.	Matron	200
Clerk County Court,	"	High Constable,	Fees.
Master in Chancery,	"	County Solicitor	"
Registrar	"	County Surveyor,	"
County Treasurer,	1400	Gaol Surgeon,	175
County Clerk,	700	Sec'y-Treas. High Sch. Board, ..	50
School Supt. East, about	500	Head-Master High School, ..	1200
" West, "	450	Court Stenographer, per day..	5
Board of Audit, each	40	County Councillors, " ..	3

Township Councillors—\$2 per day and mileage.

COUNTY MUNICIPALITIES.

Municipality.	Clerk.*	Treasurer.*	Assessors.	Collectors.	Auditors
Harwich	\$300	\$200	\$100	\$120	(ea) \$12
Howard,	200	120	75	97	" 15
Raleigh,	250	250	100	100	" 10
Chatham,	200	125	200	(ea) 100	" —
Dover,	225	150	120	(both) 130	" —
Camden,	125	90	75	95	" 15
Orford	200	60	60	70	" 15
Tilbury East,	200	120	70	65	" 10
Romney,	100	100	—	—	" —
Zone	80	100	45	50	" 12
Bothwell	75	25	40	50	" 4
Dresden,	1	50	65	65	" 10
Thamesville	50	35	25	35	" 5
Blenheim	120	20	35	35	" 5
Wallaceburg	150	100	(both) 100	120	" 8
Ridgetown	90	50	50	—	—

* Fees and per centages extra.

TOWN OF CHATHAM.

Clerk,	\$1000	School Superintendent,	\$ 400
Treasurer,	600	Secretary School Board,	350
Three Assessors, each	133	Street Surveyor	450
Collector, 1 $\frac{1}{2}$ ct., say	450	Sergeant of Police,	600
Two Auditors, each	40	Three Policemen, each, say, ..	480
Police Magistrate	1000	One Night " ..	360
Chief of Police,	750	Fire Engineer,	650
Town Physician,	150	Chief of Fire Department	600
Town Solicitor—retainer,	100	Assistant Engineer	575
Cemetery Caretaker	400	Three Firemen, each,	480

11206 39042 46437 567988 296038 193528 6963
 1784 7950 7873 1650
 12989 46992 54310 569638 296038 193528 6963
 70442 13027807 728741 30106 19721 16518 13219 9108
 2682855 230550 84
 70442 15710662 956291 30190 19721 16535 13384 11608

RATES OF POSTAGE

In Canada, and also Between Canada and Great Britain, British Columbia and Foreign Countries.

	Canada and U. S.	Newfoundland.
Letters, for every half ounce	3c.	5c.
Post Cards—(Postal Union, 2 cts. each)	1c.	2c.
Open Printed Circulars and Lithographs	1c.	2c.
Newspapers, Books and Miscellaneous matter, per 4 oz.	1c.	1c.
Parcels, per 4 ounces	6c. (a)	6c.
Patterns and Samples, per 4 ounces	1c. (b)	1c.
Registration Fee, on Letters only	2c. (c)	2c.

Drop letters, 1 cent each. Registration fee on patterns, samples and parcels, 5 cents each packet. Postage must, in every case, be prepaid, and is compulsory. † The limit in weight for "Book Packets" is 5 lbs.; and the limit of size is 24x12 inches. The limit in weight of "Parcel Packets" is 5 lbs.; and the limit of size is 24x12 inches. The limit in weight of "Miscellaneous matter" is 4 lbs.; for patterns and samples, 24 ounces.

- (a) Parcels for Manitoba and British Columbia, via U. S., are limited in weight to 2 lbs. 3 ounces, excepting City of Winnipeg.
- (b) Patterns and samples for United States are limited to 8 ounces, and the charge on any and every packet up to that limit, 10 cents.
- (c) Registration fee on letters to the United States, 5 cents.

MAIL ROUTES.

Mails for Great Britain and Europe leave either Quebec or Halifax every Saturday, and New York every Wednesday and Thursday.

Mails leave for Manitoba daily, and San Francisco for British Columbia every Friday, also overland via Puget Sound.

DIRECT ROUTES.

Letters for Australia, New Zealand, China, Japan and Fiji Islands go by way of San Francisco once a month. Letters for Mexico, Isthmus of Panama and South America, Bermuda and the West India Islands, go by way of New York twice a week on the principal sea routes, and fortnightly on the less important ones. Letters for St. John, Newfoundland, Bermuda and the West India Islands leave once every two weeks for the first place, and once a month for the others. Letters for all other parts of the world are sent by Great Britain. Letters intended to go by way of New York or San Francisco should be so addressed.

MONEY ORDERS.

CANADA.—Money orders are issued for any sum not exceeding \$100, at the following rates:—If the amount does not exceed \$4, 2 cents; from \$4 to \$10, 5 cents; \$10 to \$20, 10 cents; \$20 to \$40, 20 cents; \$40 to \$60, 30 cents; \$60 to \$80, 40 cents; \$80 to \$100, 50 cents.

GREAT BRITAIN, UNITED STATES AND NEWFOUNDLAND.—Money orders are issued up to any amount not exceeding \$50, at the following rates:—

If not exceeding in amount	\$10—10 cents.
“ “ “	20—20 cents.
“ “ “	30—30 cents.
“ “ “	40—40 cents.
“ “ “	50—50 cents.

†Under the new postal agreement letters for Canada or the U. S., and posted in either country insufficiently prepaid, will be sent forward to the address if prepaid one full rate, leaving the deficiency to be collected on delivery.

COUNTRIES OR PLACES OR DESTINATION.	LETTERS.	CARDS	FEE FOR REGIS- TRATION.	NEWS- PAP'RS	PRINTED MATTER, SAMP. & C
	For each 15 grammes or ½ ounce.	For Postal Union Countries only.	On Letters only.	For each newspaper not exceeding four ounces and for each add. four ounces.	Postage rate for a single weight of ½ ounce or a fraction thereof.
Great Britain, Europe, Gibraltar, Malta, Azores, Algeria & Nor- thern Africa, Turkey, Egypt and Nubia.....	cts. 5	cts. 2	cts. 5	cts. 1	cts. 1
Aden and Persia.....	10	2	5	2	2
East Indies, Ceylon, Burmah, <i>Hong Kong</i> , Borneo, Java, Sumatra, Singapore & Straits Settlements.....	10	2	5	2	2
Mauritius and Zannibar (c)....	10	2	5	2	2
Africa—English, French, West and Gold Coast and Liberia ..	10	2	5	2	2
<i>Cape of Good Hope and Natal</i> ...	15		7	2	3
West Indies—Leeward Islands, Danish Colonies, Jamaica, Por- to Rico, Cuba & Bermuda Isl'ds	5	2	5	1	1
West Indies—Winward Islands, Trinidad, Bahamas, Hayti, San Domingo and Netherlands....	5	2	5	2	1
W. I.—French Islands.....	10	2	5	2	2
W. I.— <i>Other Places</i> (ca)	15		10	3	3
Brazil, English, French & Dutch Guiana, Honduras and <i>Pern</i> ...	10	2	5	2	2
Aspinwall (ca), Panama, West Coast, New Granada, Colombia, East and West Nicaragua, Mexico.....	5	2	5	2	2
<i>Australia—South & West Aus- tralia, (ca) and Fiji Islands (ca)</i>	7			2	+3
<i>Australia—New South Wales (c), Victoria (c), Tasmania (c)....</i>	15		+15	2	+3
<i>Queensland (c) & New Zealand (c).</i>	15		+15	2	+3
Sandwich Islands.....	5	2	5	1	4

(c) Prepayment is compulsory. (a) Additional charge is made on deliv-
ery. Italics—Not in Postal Union. †Letters via Brindisi registered for 7c.
each, and Patterns and Samples (limited to 3 lbs.) only sent via this route.
Under the Postal Union the limit in weight for Patterns and Samples is 8
ounces, and the size of packet 8x4x2 inches. The limit in weight for News-
papers and printed matter is 4 lbs. ; for Books, 4 lbs. 6 ozs. (with England
5 lbs.), and the size of the packets 24x12 inches.

Postage is payable in current funds, and should be tendered in the pro-
per amount. Postmasters are not obliged to furnish change, although it is
customary for them to do so when without inconvenience. No English for-
eign postage stamps nor Canadian registration stamps are taken in payment.

Dominion and United States Customs Tariffs.

DESCRIPTION OF GOGDS.	CANADIAN DUTIES.	UNITED STATES DUTIES.
Wheat	15 cents per bush.	20 cents per bush.
Barley	15 " "	10 " "
Rye	10 " "	10 " "
Oats	10 " "	10 " "
Corn,	7½ " "	10 " "
Flax Seed	10 " "	20 " "
Buckwheat	10 " "	10 per cent.
Peas (U. S. for seed, 20c.)	10 " "	20 " "
Beans " "	15 " "	20 " "
Agricultural Seeds, in bulk)	15 per cent.	20 " "
" " in packets.	25 " "	20 " "
Hemp and Rape Seed	1 cent per lb.	¼ cent per lb.
Apples,	40 cents per bbl.	10 per cent.
Peaches	40 " "	10 " "
Potatoes	10 " "	15 cents per bush.
Tomatoes	10 " "	10 per cent.
Vegetables	20 per cent.	10 " "
Hay	20 " "	\$2 per ton.
Beef and Pork	1 cent per lb.	1 cent per lb.
Bacon, Hams, &c.	2 cents per lb.	2 cents per lb.
Butter	4 " "	4 " "
Cheese	3 " "	4 " "
Lard,	2 " "	2 " "
Tallow	1 " "	1 " "
Eggs,	Free	Free.
Hides, uncured	Free	Free.
Furs, undressed,	Free	Free.
Sheep Skins, in wool,	Free	30 per cent.
Poultry, undressed,	Free	10 " "
Wool, Merino } Value of 30c.	Free	
" " Combing, } and under..	3 cents per lb.	10c. per lb. and 11%
" " " } above 30c.	3 " " "	12c. per lb. and 12%
Animals, all kinds, alive	20 per cent.	20 per cent.
Salt in bulk,	8c. per 100 lbs.	8c. per 100 lbs.
Salt in barrels, etc.	12c. " "	12 " "
Trees and Plants	20 per cent.	20 per cent.
Cordwood,	Free	Free.
Logs,	Free	Free.
Lumber (not cabinet),	20 per cent.	\$1 to \$2 per M.
Farm Implements	35 per cent.	35 per cent.
Manures	Free	Free.
Wearing Apparel	Free	Free.
*Settlers' Effects	Free	Free.
Animals for improv'm't of Stock	Free	Free.

Free Goods require to be entered at Customs as well as Dutiable Goods. Goods or Merchandise shipped to the United States, if of the value of \$1.00 or more, require a certified Consular Invoice. Consular Certificate is always required to pass Breeding Stock; and by the new U. S. regulations emigrants' or settlers' effects—unless where there is no Consular Agent—in which case owner's affidavit before a J. P. will be sufficient. Shipments via U. S. for Manitoba and British Columbia do not require a Consular Certificate.

* Includes Household Goods, Farm Implements and Wagons, and Horses in use by the settler prior to and at time of moving.

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COUNTY NEWSPAPERS, &c.

Name.	Published at	Proprietors or Managers.	Established.
Chatham Journal.....	Chatham	Charles Dolsen	July 3, 1841
Chatham Gleaner.....	Chatham	Wiggins & Gould	Aug. 3, 1844
Canadian Freeman.....	Chatham	W. R. O'Reilly	Decem'r, 1847
Kent Advertiser.....	Chatham	Thos. A. Ireland	March, 1848
Chatham Chronicle.....	Chatham	Geo. Gould & Co.	August, 1849
*Chatham Planet.....	Chatham	Miller & Dolsen	May, 1851
Provincial Freeman.....	Chatham	Mary Ann Shadd Carey	July, 1853
Morpeth Progressionist..	Morpeth	J. B. Richardson	January, 1861
Chatham Argus.....	Chatham	W. H. Thompson	Jan., 1860
Western Union.....	Chatham	J. B. Richardson	March, 1862
*Chatham Banner.....	Chatham	J. R. Gemmill	Jan. 12, 1865
Bothwell Record.....	Bothwell		Febr'y, 1866
News Letter.....	Bothwell	A. P. Swiniford	March 8, 1866
Bothwell Saturday Review	Bothwell	John W. Holland	Jan. 22, 1870
Dresden Gazette.....	Dresden	— Riggs	Feb'y 2, 1871
Western Advocate.....	Wallaceburg	A. Cronk & Co.	Dec. 27, 1871
Bothwell Advance.....	Bothwell	Geo. McEwan	January, 1872
*Dresden Times.....	Dresden	Hughes & McLaren	1873
*Rond Eau News.....	Blenheim	M. S. Aldrich	Sep. 11, 1873
Thamesville Express....	Thamesville	B. L. Chipman	April 29, 1874
*Bothwell Times.....	Bothwell	Jas. F. Crate	March, 1875
*East Kent Plaindealer..	Ridgetown	Constable & Som'erville	October, 1876
*Missionary Messenger..	Chatham	Josephus O'Banyoun	
*Chatham Tribune.....	Chatham	W. R. Dobbyn	Nov'e'r, 1877
Evening Bulletin.....	Chatham	F. VanAllen	April, 1878
*Valley Record.....	Wallaceburg	Wrigley & Ferguson	Jan. 8, 1880
*Ridgetown Standard....	Ridgetown	L. C. Johnson	July 1, 1880
*Wallaceburg Echo.....	Wallaceburg	A. Cronk	1882

Sandwich Emigrant—Cowan, 1831—first newspaper Western District.
London Times, England, 1st January, 1778.

*Quebec Gazette—Brown & Gilmore, 1764	*Brockville Recorder—M. Beach, 1820
*Montreal Gazette—Lewis Roy, 1794	*Perth Courier—Jno. Cameron, 1835
*Kingston Chronicle—1810	*Guelph Advertiser—Jno. Smith, 1845
* Still in existence.	*Toronto Globe—Geo. Brown, 1844

A Gazette was published in Venice, 1836; in France in April, 1631. The "Public Intelligencer," established in 1663, was the first English newspaper, and the "Boston News-Letter," published 24th April, 1704, was the first American. The first newspaper proper on the American continent was the Quebec Gazette, as above.

The total number of newspapers and periodicals now published is given in Hubbard's "Newspaper Directory" as 34,274, with a circulation of about 116,000,000 copies, the annual aggregate circulation reaching, in round numbers, 10,600,000,000 copies. Europe leads with 19,557, and North America follows with 12,400, the two together making over nine-tenths of all the publications in existence. Asia has 775; South America, 690; Australasia, 661; and Africa, 132. 16,500 are printed in English, 7,800 in Gorman, 3,850 in French, and over 1,600 in Spanish. There are 4,520 daily papers, 18,274 tri-weeklies and weeklies, and 8,508 issued less frequently. While the annual aggregate circulation of publications in the United States is 2,600,000, 000, that of Great Britain and Ireland is 2,260,000,000.

THE BRITISH EMPIRE.

Name of Country.	Capital or Chief Town.	Possession dates from	Area Sq. miles.	Population.	Cens. ^s Year.
Great Britain	London, .....	.....	122449	35246562	'81
Channel Islands. . .	St. Helier, . . .	Fr. Henry 2nd.	112	110669	'71
Heliogoland,	Oberland,	Ced. Danes 1814	1-5	2000	"
Gibraltar,	Gibraltar,	Cap. Spain 1704	1 $\frac{1}{2}$	15782	'68
Malta	Valetta,	Cap. Fran. 1800	115	136329	
Cyprus,	Famagosta, . . .	Ced. Turk. 1879	3723	185916	'81
Aden,	Aden,	Ced. Arab. 1839	360	20000	'71
British India	Calcutta,	Anx. 1765-1856	1362580	24883564	'81
British Burmah, . . .	Rangoon,	Anx. 1826-1852	93664	3707646	"
Ceylon,	Colombo,	Anx. Nat. 1815	24702	2606930	'78
*Straits Settlements	Singapore, . . .	Ced. 1786-1824	1525	390000	'81
†East India Islands.	.....	Occ. 1793-1848	4000	27000	
Hong Kong,	Victoria,	Ced. China 1843	32	124198	'71
Mauritius,	Port Louis,	Cap. Frs. 1810	708	316042	"
Seychelles,	Victoria,	" 1778	.....	7486	"
North Borneo, . . .	Sarawak,	Occ. 1774-1858	22000	.....
Labuan Isle,	Labuan,	Occ. 1846	50	150000	
Fijii Islands,	Levuka,	Anx. Fig. 1881	8000	121000	'80
New Zealand	Auckland, . . .	Occ. 1833	106259	489933	'81
Australia,	(Various),	Occ. 1825-1834	2984287	2193200	"
Tasmania,	Hobart Town, . .	Occ. 1803-1825	26300	115705	"
Cape Colony	Capetown,	Cap. Dutch 1806	200610	566158	'65
Natal and Caffraria,	Pretermaritzb'g	Cap. Boe. 1843-7	20645	350352	'71
West Africa,	C. Coast Castle,	Occ. 1664-1787	13428	543886	'81
Ascension, .....	.....	Occ. 1815	35	400	'71
St. Helena	Jamestown, . . .	Ced. Holl. 1650	47	6444	"
Pitcairn Island, . .	.....	Occ. 1790-1839	1 $\frac{1}{2}$	50	
Norfolk Island, . . .	.....	Occ. 1825	12	200	
Canada,	Ottawa,	Ced. Fr'ch 1763	3406542	4324810	'81
Newfoundland, . . .	St. Johns, . . .	" 1713	42734	181753	"
Bermudas,	Hamilton, . . .	Occ. 1611	24	11796	'71
British Honduras, . .	Balize,	Ced. Spain 1783	13500	25635	
§West Indies,	Nassau,	Occ. 1625-1783	14000	1206522	'81
British Guiana, . . .	Georgetown, . .	Cap. Dutch 1803	77000	248110	'79
Falkland Isles, . . .	St. Louis,	Occ. 1776-1842	7600	686	

* Straits settlements include Penang, Malacca, Wellesley and Singapore. † East India Islands include Andamans Nicobars and Lacadive Islands. ‡ West Africa settlements include Sierra Leone, Gambia, Lagos and Gold Coast. § West India Islands include Jamaica, Trinidad, Barbados, Grenada, St. Vincent, Tobago, St. Lucia, Antigua, Montserrat, St. Christopher & Anquilla, Nevis, Virgin Isles, Dominica, Bahamas and Turks.

The British Empire also practically includes the Friendly and Samoan groups of islands—3150 sq. miles—pop. 81,000; also, virtually controls New Guinea and groups of other islands; exercises authority over Orange Free State, Bechuana, Transvaal and Zululand; also, over Egypt proper—38,000 sq. miles—pop. 5,583,774; some Himalayan Indian States, and other Asiatic States. Area Empire proper—8,982,177-square miles; pop. 305,400,000.

The trade between Great Britain and possessions alone, amounts to:—Imports, \$495,000,000; exports, \$465,000,000. India takes \$170,000,000 and gives \$235,000,000; Australia takes \$142,000,000 and gives \$126,000,000; Canada takes \$53,000,000 and gives \$53,000,000; Cape Colonies take \$40,000,000 and give \$31,000,000; West Indies take \$18,000,000 and give \$34,000,000; Hong Kong takes \$16,000,000 and gives \$7,000,000.

British Foreign Trade: Imports, \$2,065,100,000; exports, \$1,533,300,000.

THE BRITISH ARMY.

Without taking into consideration colonial volunteers and militia, the British Army, directly under the control of the Imperial Government, number in round numbers :—

Regular Army—Home establishment.....	102,000	
Colonial “.....	26,000	
Indian “.....	62,000	190,000
Militia.....		158,000
Volunteers.....		248,000
<hr/>		
Or all ranks.....		596,000
Indian Native Troops.....	150,000	
Colonial “.....	4,000	154,000
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Total Army.....		750,000

The composition of this large and efficient force is :—

REGULARS.		MILITIA.		} Volunteers something similar in proportion.
Infantry.....	133,000	Infantry.....	120,000	
Artillery.....	34,000	Artillery.....	20,000	
Cavalry.....	17,000	Yeoman Cavalry.....	14,500	
Engineers.....	6,000	Engineers.....	1,500	

The Militia is not, as in Canada, a paper army, but a thoroughly efficient force, drilled for months in regiments, and fit to take the field at any moment. The Volunteer force is also so perfect that 95% are declared efficient, passing severe inspection. Besides the army named there is some 15,000 marines and 60,000 sailors ; also a large reserve of discharged soldiers and time service men who are under small pay and subject to duty—an army of over 1,000,000 of men.

FAMOUS HIGHLAND REGIMENTS.

Nine regiments are entitled to the name of Highlanders, five of which are kilted, viz. : The 42d or Royal Highlanders ; the 78th or Seaforth Highlanders ; the 79th or Queen's Own Cameron Highlanders ; the 92d or Gordon Highlanders, and the 93d or Sutherland Highlanders. The 71st, 72d (Duke of Albany's), 74th and 91st (Princess Louise's Argyleshire) Regiments wear the Trews.

The 42d wear a tartan composed of colors forming the clan-tartans of its first original "Black Watch" commanders. The 79th wear the Cameron tartan ; the 92d wear the Gordon ; the 93d wear the Sutherland, and the 91st wear the Cawdor ; the 71st wear the McLeod and the 78th wear the Mackenzie tartan.

The 42d, first organized in six separate companies of gentry called the Black Watch in 1729, was formed into a regiment in 1740 by the Earl of Crawford. The present 71st was raised in 1777 ; the 72d (the old 78 Seaforth) in 1778, and the 74th in 1787. The famous "Scots Greys" was raised by Charles II. to put down covenanters, and were termed Portmore or Dalziel's Dragoons after the commander.

THE BRITISH NAVY

Is composed of 48 efficient iron-clads, 59 other sea-going war vessels, 131 reserve steamers and sailing vessels, making a navy of 238 ships.

THE BRITISH MERCANTILE NAVY

Is composed of 18,035 sailing vessels, with a tonnage of 5,319,872 tons, and 4,317 steamers with a net tonnage of 3,462,877, or more than half the shipping and carrying capacity of the whole world.

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RAILWAYS OF CANADA,

Name.	Province.	Mileage	Name.	Mileage.
Albert	N.B.	51½	Canada Pacific (continued):	
Bay of Quinte,	Ont.	6	Thun. Bay to Winnipeg . . .	435
Chatham	N.B.	9	Winnipeg to Summit . . .	960
Connecticut Riv. (Can.) Que.		..	*Summit to Kamloops . . .	300
Cobourg, Peterboro' & M. Ont.		47	*Kamloops to Pt. Moody . . .	215-3414
Carrillion & Grenville. . .	"	13	The 3 "Saint" branches. . .	35
Central Ontario	"	32½	Aylmer & Perth " . . .	21
Canada Atlantic,	"	78	Brockville branch	46
Cent. Vermont (in Can.) Que.		119	Algoma branch	150
Elgin,	N.B.	14	Stonewall & Selkirk bran. . .	20
Erie & Huron	Ont.	41½	St. Vincent branch, &c. . .	68
Frederickton	N.B.	22	Pembina Mountain bran. . .	115
Grand Southern	"	82	Man. & Sou'-West'n, say . . .	50-646
Halifax & Cape Breton . . .	N.S.	80	Ontario & Quebec (main): . .	200
Intercolonial	Int.	840	St. Lawrence & Ottawa . . .	54
International	Que.	70	Toronto, Grey & Bruce . . .	196
Kent Northern	N.B.	16	Credit Valley	184
Kingston & Pembroke . . .	Ont.	61	London Junction	12-646
New Brunswick	N.B.	424	Grand Trunk (main):	
North Shore & branches. Que.		213	Main. Lon. & other spurs. . .	46½
Northern & Nor'-West'n. Ont.		382	Quebec branch	96
Passumpsic (in Can.) . . .	Que.	37	Montreal & Sorel	51½
Portage & Westbourne . . .	Man. say	50	Three Rivers branch	35
Prince Edward Island . . .	P. E. I.	200	Rouse's Point branch	51
Quebec Central	Que.	145	Champlain div. & spurs. . .	107
Quebec & Lake St. John. . .	"	35	Lachine Railway,	8
Springhill & Parrsboro' . .	N.S.	32	Midland system	437
St. Martin's & Upham . . .	N.B.	30	Buffalo & Lake Huron . . .	196
St. John & Maine	"	92	Georgian Bay division . . .	193½
South-Eastern	Que.	271	Brantford & Pt. Burwell. . .	42½
Windsor & Annapolis . . .	N.S.	130	Great Western (main) . . .	229½
Western Counties	"	67	Toronto & Hamilton	39
Welland and branch	Ont.	34	Sarnia branch,	56½
Canada Southern (main) . .		236	London & Port Stanley. . .	23½
St. Clair branch		73½	Wellington, G'y & Bruce. . .	196
Amherstburg branch. . . .		15½	Loop Line	145
Niagara & Fort Erie		30-355	London, Huron & Bruce. . .	68½
Canada Pacific:			Michigan Air Line	106½
Montreal to Sudbury J'n. . .		390	Chicago & Grand Trunk. . .	335
*Sud. J'n to Thunder Bay. . .		609	Detroit & Milwaukee, . . .	189-3451

* Not finished. About 490 miles of the above roads—part of the Grand Trunk system principally—are in American territory. The Chicago & Grand Trunk we give as part of G. T. system.

The "South-Eastern" comprises the Boston Air Line, Lake Champlain, and St. Lawrence and Sorel divisions. and does now or will soon form part of the Canada Pacific system.

The North Shore and spurs (213 miles) is now virtually a G. Trunk road.

The Ontario & Quebec system is now practically a part of the Can. Pac.

The Midland system comprises the Toronto & Nipissing, Midland, Whitby & Port Perry, Victoria and Grand Junction.

The Northern & North-Western comprises the Northern and Hamilton & North-Western, and is still an independent system in itself.

Notes.—Opening of parts of new lines under construction may alter these figures slightly. Considerable road bed is now under construction.

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CANADA'S ARTIFICIAL WATERWAYS.

System of Navigation.	Name of Canal.	Leng. in miles.	No. of Locks	Dimensions of Locks.			Lift feet.	Width of Canal. Feet.	Navigation opened up.
				L.	W.	D.			
River St. Lawrence and Lakes.	Lachine	8½	5	270	45	14	45½	150/200	2384 miles — Belle Isle to Duluth — Lake and River.
	Beauharnois	11	9	200	45	9	82	80/120	
	Cornwall	11	2	270	45	14	48	.....
	"	.....	4	220	55	9	..	100/150	
	Farran's Point.	.....	1	200	45	9	4	50/90	
	Rapids Platte..	4	2	200	45	19	11	50/90	
	Galops	7	3	200	45	9	15	50/90	
	Welland	26	26	270	45	12	326	.....
St. Marie*	1	2	515	80	16	26	.....	
Montreal and Ottawa.	St. Anne's . . . . .	.....	1	200	45	9	3	.....	120 miles, River.
	Carrillon . . . . .	.....	2	200	45	9	26	100	
	Blondeau Chute	.....	1	130	32	6	3½	30	
	Grenville,	5	5	200	45	9	45½	50/80	
Upper Ottawa.	Culbute Locks and Dams.	.....	2	200	45	7	20	.....	117 miles, River.
Rideau, Ottawa & Kingston	Rideau	126½	47	134	33	5	447	.....	136 River & Canal navigati'n
	Tay	10	5	134	33	5	28	.....
Richelieu & Lake Champl'n	St. Ours	1	1	200	45	7	5	.....	192 miles Champ. C. N. Y. 411
	Chambl'y	12	9	118	22	7	74	30/60	
Trent navigat'n	2 Canals—11 Dams.	161	2	133½	33	5	..	.....	†Huron to Ontario.
Cape Breton.	St. Peter's	2400 feet.	1	200	14	18	4	55	Ocean navigati'n
Bay of Quinte.	Murray Bay	6 mil's	..	Canal, 11 feet deep.	..	..	..	80/120	B. Quinte & Ontario
	Bay Verte	20½	4	Canal, 16 feet deep.	..	..	..	100/150	Ocean navigati'n
North-west	St. Francis	800 f	1	200	36	7	23	§	164 miles.
Nova Scotia	Shubenacadie	54 m	15	87	22	8	96	95 ft. f'l	54 m. loc'n
Ontario..	Burlington Bay ab. Dundas	4 m l's	4	particulars not known					

* An American work. † Rise 2720 and fall 164 feet. ‡ 5 locks when finished, but the old locks number 7—123×26½×6—canal width, 40 to 50. § Depth water, 4½ ft. /Never completed. †235 m.

Part of the old Canals on Lachine and Welland are still used. The Welland branch to river is 3942 ft. long, has two locks of 150+26½+10, and a lift of 10 feet. Port Maitland branch is 1½ miles, 1 lock 185+4511, with lift of 7 ft. Grand River feeder—21 mil's, 2 locks 150+26½+9, 7½ ft. lift. Old Welland locks—150+26½+10½.

Mileage.

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FIRST COUNTY PLOWING MATCH.

Prior to the year 1844 all kinds of farm machinery and implements were of the most primitive character, the plow particularly—the prime agent in all agricultural operations—being little far removed from its old historic original, the picturesque Egyptian iron-pointed wooden crook of painters. The plow of the day was unknown. Save a very few of the then “new fangled” old country plows imported by ardent plowmen, the ordinary implement of the period was that made by the corner blacksmith or the equally uncouth article imported from the United States; and the work performed by them was untidy, inefficient and in accord therewith.

But an event occurred, in the year above named, which affected its improvement for the future, for undoubtedly it was from this occasion whence sprang the impetus which gave desire for, and which led to, its improvement and more scientific use, not forgetting thereby the resulting and more pleasing straight lined, work-finished fields. This event was the institution of the County Ploughing Match. The second year of the existence of the newly organized County Agricultural Society saw placed in the President's chair the now Hon. Arch. McKellar—then plain “Archie,” an enthusiastic plowman who then took particular, and has ever since taken great, interest in all that has tended to agricultural progress. Aably assisted by the equally enthusiastic plowman, the late Matthew Martin, of Tilbury, truly termed the “father of good plowing,” and those ever ready and able benefactors of the public, the late Edwin Larwill and William Cosgrave, it was decided to inaugurate a new feature in the society's efforts, the plowing match as above stated, the same, the first in the county, taking place on the historic farm of Wm. McCrae, M.P.P., river, Raleigh, on the 17th day of October, 1844. We are unable to furnish the full list of successful prizemen on that occasion, but the chieftian of the day was the late George Drury, of Harwich, the second prizeman being the President himself, “of which achievement” the hon. gentleman says: “I shall feel proud of while I live as a link showing the interest I have always felt and taken in the agricultural interests of Kent in particular and the county at large.”

It will be interesting to know that at the dinner which followed and wound up the day, when toddy was in order, the hon. gentleman made his maiden speech. He says: “To the toast of the evening, the agricultural interests of Kent, it fell to my lot to respond. I was a young man; it was my first attempt. I would have given a world to have been relieved of my duty, but as President I had to say something, but what that something was I do not remember, but I do recollect that when I sat down I was in perspiration, and continued in that state of nervous prostration all night. That experience has made me ever since feel a deep sympathy for a young man who is called to speak in public for the first time.”

The scriptural prophesy that “swords will be turned into plowshares” has been amply fulfilled as applied to the above event. In the same field in which the plowing match took place, in the war of 1812-14 soldiers repeatedly bivouacked, and their swords rattled in the place where in 1844 plowshares in number ground rough music out of the soil. Along its road margin foreign troops filed past on evil intent. Under the friendly shadow of its steep river bank Canadian militia crawled on their way to the successful attack made upon a number of American troops who were lodged in the new and half-finished house at its western corner. It was this attack, planned and led (although credited to another) by a bold soldier of the river, subsequently of Wallaceburg, Capt. McGregor, that gave him his captaincy and originated the fighting company of Loyal Kent Militia, generally known as “Mc-

Gregor's." In the diary of the old Thomas McCrae, sr., ex-M.P.P., occurs the following with reference to this skirmish: "15TH DEC., 1813—A party of British militia and four or five dragoons, in all 32 men, under the command of a militia officer (Metcalf) from Long Point, so Ann Smith says, attacked the American detachment of about 40 men and 3 officers, viz.: Lieutenants Larwill and Fisk and Ensign Davis, and took them all prisoners, wounding 3 and killing 1; they were shot through the new house window and door; they left the wounded here and returned with the prisoners to the head of the lake (meaning Burlington Heights.) THURSDAY, 16TH DEC.—Trudell and Delisle digging a grave for the American soldier who died last night; buried him this afternoon" The McCrae farm is interesting, too, in the fact that it has reared two local members of Parliament, Thos. McCrae in 1800 and Wm. McCrae in 1832-4. The McKellar farm adjoining (once part of the McCrae lands) reared another, the popular Archibald McKellar, in 1857. The first post office was established at McCrae's in 1820.

WHO'S WHO? IN KENT.

Of the living members who have represented the County of Kent in Parliament, Mr. Joseph Woods, of Chatham, heads the list in seniority, and perhaps in age, he having been elected to the Union, or first Parliament under responsible Government, in 1841. He represented the county for two Parliaments.

At the head of the list of the several living gentlemen who have at various times held a position in Her Majesty's commissions of the Peace for the county, stands, in seniority, ex-Magistrate Joseph Woods, of Chatham, his appointment dating from 1835. The late L. H. Johnson, of Wallaceburg, Thomas McCrae, of Chatham, Henry VanAllen, late of Chatham, and William Giffard, of Dawn, all but lately deceased, were appointed by the same commission.

The next oldest Magistrates, in seniority, most all of whom are still acting, are: Arch. McKellar, George Young, A. S. Holmes, Timothy Dillon, Matthew Dolsen, Thomas Smyth (Dover), Patrick Kelly, Thomas McIntyre and Robert Smith (Tilbury), their commissions dating from 1848; Richard Dobbyn, Samuel Arnold and D. H. Gesner, all but lately deceased, having preceded them, being appointed by the commission of 1842.

Out of the present number of qualified Magistrates but 68 were in the commission of 1874-5; but 17 in the commission of 1863; but 6 in the commission of 1854-6, and but 5 in the commission of 1848. None were in the Commission of 1842.

There is no living county representative of the old "Court of Request," which closed its reign of iniquity in 1840-1, the last members being the late Samuel Arnold, appointed a commissioner in 1833, G. W. Foott in 1839 and Thomas McCrae in 1840.

The only living representatives of the old "Western District" Council, which at one time or other, comprised 80 different gentlemen as members and 14 as officials, are: the Hon. Arch. McKellar, George Young and John McLeod (of Amherstburg) all three being elected the same year, for Raleigh, Harwich and Malden respectively, 1846. The late D. H. Gesner was elected in 1842, the late L. H. Johnson in 1845, and the late Samuel Arnold in 1849, all three lately deceased. R. S. Woods (Chatham) was the Solicitor in 1847-9, and S. S. Macdonell (Windsor) the Clerk in 1848-9, and are the only two officials left on earth.

The first Warden, covering the "Western District," was John Dolson, of Dover, appointed by the Government in 1842. The first Warden elected under the present regime, the Municipal Act of 1850, was the late John Duck, of Morpeth, in 1850. The senior ex-Warden is George Young, of Harwich, he having been first chosen in 1865. The late James Smith, of Dawn Mills, held the position for 11 consecutive years.

The senior of county officials is Sheriff Mercer, he having been appointed in December, 1854; Charles G. Charteris, the Treasurer, is next, being appointed in December, 1857. P. D. McKellar, Registrar, was appointed in 1862.

George Young is the senior Division Court Clerk, his appointment dating from 1851. The Rev. A. McColl is the senior Divine, his advent dating from 1847. Ven. Archdeacon Sandys settled in Chatham in 1849.

- *James Smith was the Reeve of Camden for 22 years.
- Stephen White has been the Reeve of Raleigh for 22 yeaes.
- George Young has been a Reeve of Harwich for 19 yearf.
- Arthur Anderson has been a Reeve of Camden for 14 years.
- G. W. Foott was the Reeve of Dover for 12 years.
- Joseph Roberts has been the Reeve of Zone for 11 years.
- John McMichael has been a Reeve of Harwich for 11 years.
- John Duck has been the Reeve of Howard for 11 years.
- L. H. Johnson was a Reeve of Chatham for 10 years.
- Alex. Coutts was the Reeve of Tilbury for 10 years.
- Hon. A. McKellar is the senior Reeve, his election for Chatham Town dating 1853.

- Malcolm Weir has been Treasurer for Chatham Town since 1855.
- Rev. A. McColl has been Sch. Inspector " " " 1860.
- Col. D. Smith " Sec. Sch. Board " " 1861.
- W. H. Fellows " Clerk for Harwich since 1861.
- Charles Grant " " Howard " 1862.
- E. H. Harrison " Treas. for Howard " 1860.

*18 years consecutively.

GREAT RAILWAYS.

The entire railway system of the United States and Canada is rapidly merging into a few colossal institutions which already practically monopolize and control the carrying traffic of the continent. The principal of these huge concerns are :-

Name.	Milage.	Capital.	Ordinary Stock.	Present Quo.
Union Pacific.....	4269	\$65,322,122	94	
Pennsylvania.....	1173	85,462,300	—	79
Baltimore and Ohio.....	1553	19,795,556	—	—
N. Y. Central.....	993	89,428,300	117	—
Wabash.....	3348	49,954,700	22	14
Missouri Pacific.....	5535	30,000,000	100	85
Louisville and Nashville.....	2028	25,000,000	52	47
Lake Shore.....	1277	30,000,000	103	97
Illinois Central.....	1892	29,000,000	131	128
Chicago and North Western....	3278	37,336,499	120	115
Chicago and Rock Island.....	1381	41,960,000	125	120
Chi., Milwaukee and St. Paul..	4353	34,805,744	100	86

Name.	Mileage.	Capital.	Ordinary Stock.	Present Quo.
Chi., Burlington and Quincy....	3136	69,814,191	125	123
Central Pacific.....	2995	59,275,500	68	58
Northern Pacific.....	2091	90,409,132	42	22
Erie and Western.....	1020	85,975,100	32	22
Canada Pacific.....	*2875	say 100,000,000	54	52
Grand Trunk.....	3450			

*In operation. NOTE—As these figures are from official sources, given last fall, the mileage of some roads may be somewhat increased; all common stocks have fallen since.

Mileage alone, as seen by the above list, is not evidence of wealth or power. It may mean the consolidation of a number of cheap single track roads terminating in the Dakota prairies; or it may mean the four track road bed of the N. Y. Central, which commands an enormous traffic between seaboard and western points. Nor is large capital a criterion of strength, for at least one huge company is so heavily indebted as to be unable to promptly meet its employees' wages. The great mileage, wealth and commanding position entitles the Union Pacific to a first place, but several other large roads follow closely at its heels. Large, however, as these American railroads are, they cannot stand comparison with some English roads, to wit: the London and Northwestern, which own 2000 miles of double track, employs 40,000 hands, owns 2,000 engines, 3,000 passenger coaches, 40,000 freight vans, and which last year carried 45,000,000 people, 25,000,000 tons of freight, and earned a gross income of \$45,000,000, yielding large profits.

Of the above list, comparatively speaking, perhaps the most able, rich and powerful road is the "Great Rock Island," as it is popularly called. With barely a mileage of 14,000 miles—double-tracked to be sure—and a control of 800 miles more, it yet reaches more great commercial centres and connects with more roads than any of its competitors. Its stock stands almost at the top of the market, and the great traffic which it commands enables the paying of not only a large dividend (14% on the original stock), but the disposal of a large sum into the treasury besides, for improvement and construction account. Its road bed is a very substantial one, easy grades, stone culverts, iron bridges, steel rails, enabling trains to be run with safety 125 miles, whilst competing roads can only effect but 100 miles in the same time, as St. Paul and Manitoba travellers well know. Indeed, for its safe condition and fine equipment was it selected by the Princess Louise and Marquis of Lorne on their western tours; and for this fact and for the scenic beauty which the route affords was beholden the patronage of President Villard of the Northern Pacific and his distinguished English guests; of the party of Canadian Ministers, Chief Government Engineers, Sir Henry Tyler and Grand Trunk officials; of the party of R. C. Bishops and Divines; of Ed. Hanlan, the Canadian public generally and Kent County citizens in particular.

Besides its many branches, it comprises four long trunk lines—the Southern or Kansas City line (521 miles), being admittedly the finest equipped route in the west; the Western or Omaha (500 miles), the pioneer Missouri River road west of Chicago, in which the famous double deck iron bridge over the Mississippi at Rock Island forms a link; the Iowa or Spirit Lake line now being extended to Bismarck, Dak.; and the Great Albert Lea Route to St. Paul and Minneapolis, where by its northern line (M. and St. L.) and James River Valley acquisitions, Lamou and Jamestown will be shortly reached, thus connecting in depots with every town north, west and south.

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COUNTY COUNCILS.

That a reduction of the membership is a *fait accompli* in the near future is evident. The present unwieldy constitution which promotes sectional interests and selfish ring-pulling to the denial and interference of a proper consideration of the more pressing demands of the county at large, has been so seriously felt that not only a greatly reduced membership, but a radical change in the mode of election is inevitable. In view of such a change the following remarks of Mr. Eby will not be amiss:

"Why not adopt the system of direct representation in the County Council as well as in the Township Council? Bodies of five members elected by the people of the county as a whole would be able to transact the business coming before our County Councils more satisfactorily and far more economically than the present cumbersome bodies. A smaller body elected directly by the people as a whole would much better represent the interests of the county than our present councils, whose members merely represent a fraction of the county, and have little knowledge of or interest in the wants of the remaining parts of the county. A man elected by the people of a whole county will make it an object to serve his constituents as a whole, and not only the local municipality in which he lives. Should the members of such a body act dishonestly they would very soon receive their punishment on presenting themselves for re-election."

TOO MUCH MACHINERY—SCHOOL BOARDS.

That part of the School Act dividing the township into sections was borrowed from the State of Massachusetts, where school sections had been thoroughly tried and found so defective that they have long since been abolished, and Township Boards established instead. But we continue the defective, the cumbersome, inefficient system.

It is cumbersome and inefficient to have 10 or 15 separate boards of 3 members each in doing the work which one board of 5 members can do so much better. The school affairs of a township are no more difficult to manage than the civil affairs of a township, yet 5 members are amply sufficient to attend to the latter! Sectional boards are governed solely by selfish principles and local interests; they take as much from their neighbors as they can to enlarge the area of their section for the purpose of lessening taxation, and thus jarring and quarreling ensue, and the Township Council is continually pestered about boundaries and grievances. It is unjust that one man will sometimes pay three or four times as much tax as another; and those sections what pay most taxes are often the worst served. The boundaries of some sections are so situated that families living in remote corners cannot send their children to the school house in the section to which they belong, and consequently are obliged to send them to one nearer, where they have to pay also.

One board for the whole township is sufficient, and will do away with sections and all vexed legislation connected therewith. It will plant schools in centres of population and where every child can attend without going beyond two miles; it will equalize the tax, which will be the same rate to all; and it will in a manner prevent the constant change of teachers so detrimental to schools, for teachers to be successful must be thoroughly acquainted with the scholars.

Such is the gist of a sensible and suggestive article by the Rev. Wm. King, but of course written differently and more fully in his own pertinent style.

ROAD LAW—ROAD MANNERS.

On page 92 of our Annual for 1882 we quoted the statute upon the Road Law. It practically gives the traveller the use, for the time being, of the right half of the highway in which to perform his journey, and in its proper enjoyment no one has the right to hinder or obstruct him. The law says the road shall be sufficiently wide to permit of two teams easily passing abreast, and that each team shall turn towards the right. Not only does the law apply to teams, but also to conveyances and vehicles of every description. It applies even to foot passengers, who may choose such part of the right side of the road as he may see fit, and teams must yield it to them. This is clearly so in winter, and no one is obliged to step out into the snow for any vehicle.

If the law is so clear for teams meeting one another it is equally so for teams passing. Where a team desires to proceed faster than the team it may overtake, the latter or advance team must turn off and allow sufficient space and reasonable opportunity for the rear and faster travelling team to pass without delay or obstruction.

Such is the law whatever the conveyance or load, and whether the one side of the highway be a deep mud puddle and the other side high and dry. But it applies only to the proper use of the road, not to its abuse. No one has a right to feed his cattle there or to cut grass or trees, much less to deposit logs, wood, old wagons and other things thereon. Nor has he a right to mutilate and destroy fences and trees, stone or maltreat animals, and use abusive language. It will simply protect him in his right to pass and re-pass on it in an orderly and becoming manner.

Now as to road manners, which in many cases are at variance with the law and sometimes not very creditable to people practising them. Do unto others as you would be done to. Always promptly give the full half of the road space; you will be apt to be equally treated. If your neighbor has a heavy load consult his convenience as far as possible; you may sometimes be loaded. It has been customary to turn out for logs, wood and heavy loads. In winter it is sometimes dangerous for such loads to turn out. But remember it is not a right, it is a favor, and those receiving it should reciprocate—a fact which, I am sorry to say, is seldom done. Who has not experienced the meanness of those obliged woodmen, aye, respectable farmers so called, who unnecessarily in good roads retain the best portion of the highway, crowding the lighter loaded conveyances in dangerous proximity to the ditch, or bringing the hurried medical or business man's lighter rig to a full stop ere the contemptible curs will yield the few begrudged additional inches sufficient to effect a safe passage; again to be met on the return journey, driving at break-neck speed, forcing women and nervous people into the ditches to escape collision? And what traveller has not experienced the annoyance at meeting of having his horse brought to a walk or standstill, every now and then, by ordinary teams, which might easily and conveniently have turned out sooner; or who, when attempting to pass a slower going vehicle, no sooner gets abreast of the latter than its driver, denying your right to the half of the road, through the application of a whip urges his beasts ahead of you, again to fall into his old jog gait, out of which only repeated attempts at passing will bring him? For these breakers of the law and road manners the strict enforcement of the penalties, where at all practical, is desirable; where not, then the withdrawal of all road favors and customs, and the exaction of the pound of flesh for ordinary offenders; for the more obnoxious, the application of a cowhide lash across their backs by some sturdy sufferer would not be regretted, if the punishment cannot be openly recommended.

STATEMENT

Showing the average prices of wheat, corn, oats and mess pork: in the New York market in the month of January in each year, for the past 50 years.

YEAR.	Wheat. bush.	Corn. bush.	Oats. bush.	Mess Pork bbl.
1835.....	\$1 05	\$0 74	\$0 40	\$13 75
1836.....	1 78	90½	56½	18 25
1837.....	1 77	1 06	57	23 50
1838.....	1 92½	86	42½	21 50
1839.....	1 24½	92	55	23 25
1840.....	1 06	59½	33½	14 26
1841.....	1 03	52	52	13 25
1842.....	1 25	67	49	9 61
1843.....	88½	59½	33½	8 87
1844.....	1 00	43	43	10 12
1845.....	1 02½	51½	51½	9 31
1846.....	1 31	74	47½	13 56
1847.....	1 02½	80	40	10 25
1848.....	1 25	77	50½	11 00
1849.....	1 22½	64½	41	14 18
1850.....	1 25	61	43½	11-81
1851.....	1 20	64½	48½	12 18
1852.....	1 09	70½	47½	14 68
1853.....	1 32	68½	51½	19 62
1854.....	2 04	82½	49	13 43
1855.....	2 57	1 01	55½	12 62
1856.....	2 14	93	46½	17 37
1857.....	1 75	73½	47	19 67
1858.....	1 37	61	42½	15 75
1859.....	1 40	80½	50½	17 57
1860.....	1 45	91½	46½	16 18
1861.....	1 44	73	38	16 12
1862.....	1 38	67	40½	12 25
1863.....	1 53	75	70½	14 43
1864.....	1 82½	1 26	89½	19 87
1865.....	1 85	1 95	1 03	35 25
1866.....	1 57½	95½	1 20	29 12
1867.....	3 00	1 16½	80	19 12
1868.....	2 45	1 20	85	21 00
1869.....	1 70	90	75	28 00
1870.....	1 30	1 12	78	29 75
1871.....	1 42	80	75	19 75
1872.....	1 50	78	54	14 50
1873.....	1 67	66	68	13 25
1874.....	1 65	84	77	15 50
1875.....	1 25	97	65	20 50
1876.....	1 30	71	59	20 75
1877.....	1 47	59	55	17 50
1878.....	1 43	63½	39	12 75
1879.....	.....	.....	.....	10.99
1880.....	.....	.....	.....	10.56
1881.....	.....	.....	.....	11.08
1882.....	.....	.....	.....	10.04
.....	.....	.....	.....	10.67

The wheat imports (and flour equivalent) into England in 1882, were eighty and one-half million hundred weights of 112 lbs. Of this sum the United States sent about 35 million, Canada 3 million, Russia 10 million, Germany 5 million, Austria 2 million, Egypt, &c., 1 million, Chili 2 million, Australia 3½ million, and British India, which scarcely sent a bushel ten years ago, now sent 8½ million.

AVERAGE YEARLY PRICES OF IMPORTS INTO ENGLAND.

Wheat 112 lbs. Shillings	Clov. S'd 112 lbs. Shillings	Meat. 112 lb. £	Oxen each. £
13.52	54.31	2.91	17.43
10.35	54.64	2.93	19.63
10.53	56.44	2.88	18.00
11.84	54.45	2.60	17.83
12.42	51.35	2.70	19.28
13.25	47.79	2.81	20.25
12.15	46.00	2.85	19.19
10.61	47.00	3.46	21.52
10.43	51.78	3.13	21.04
12.49	51.86	3.06	21.82
10.99	47.56	2.99	22.61
10.56	43.81	2.98	21.88
11.08	43.26	2.91	22.05
10.04	44.28	2.85	21.76
10.67	42.66	3.02	21.25

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A DOCUMENT OF MELANCHOLY REMINISCENCE.

From among the "annals of crime," in the office of the Clerk of the Peace for the county, has been brought to the light of day a document, which, if somewhat different from the ordinary run of those found in the archives of that office, exposing the worst aspect of frail and erring humanity under the designation of true bills and such like terms, nevertheless records an event—a crime—which at once has caused more woe and desolation in happy families and remorselessly torn and sundered more ties of love and friendship than has the whole calendar of convictions since the county was organized in 1850. We refer to the jurors' verdict at the inquest held respecting the lamentable railway accident which took place near Baptiste Creek on the morning of the 27th October, 1854, whereby, in the foggy grey thereof, a number of Scotch and other emigrants, sleeping securely the sleep of the just and the tired and the weary—perhaps dreaming of the dear hill-sides and friends left at home—were suddenly plunged into eternity or maimed for life through the collision of two railway trains—the one on which they rode and a gravel train. The bare mention of the Baptiste Creek railway accident will yet start, unless particularly callous, every resident of 40 years' standing; and it will yet pale the face of many of those who witnessed the dead, dying and mutilated victims, and the far more trying scenes of wailing children and mothers at their sad bereavement and desolation. The carnage was unparalleled. Out of the railway cars which brought the unfortunate victims to Chatham virtually ran blood in trickling streams. In one part lay, on extemporized benches, the bleeding creatures undergoing surgical operations, whilst near by, in a corner, lay the torn and amputated limbs. The Chatham freight shed formed a veritable morgue of sickening horror; and rows of pale-faced and mutilated humanity—fathers, mothers, children—in their silent and ghastly sleep stared and quailed the beholder. Carpenters ran to and fro, utilizing and extemporizing available boxes for coffins, and cart loads of dead and promiscuous limbs went to the potters' field. There, in that lonely place, many of the victims lie, certain of their resurrection as if laid under polished granite; but no visitor to that forlorn spot can pass it lightly if he be cognizant of the circumstances connected therewith. But amid the awful turmoil noble lady Samaritians were not wanting to sooth the mind of parents for their advent into another world, to befriend their bereaved children, and to administer to the wants and comfort of the disabled. Neither were sturdy men awaiting to fight for the rights of their suffering countrymen against a greedy corporation, who through local agents tried to avoid payment of proper indemnifications.

The document reads: "The jurors upon their oath and say that the above-named persons (51 in number, which we need not here name) came to their death by a collision which took place on the Western Railway track near Baptiste Creek, in the Township of Tilbury East, in the county aforesaid, on the morning of the 27th October, 1854, between the mail express train of cars drawn by the engine or locomotive called the Reindeer going west, and a gravel pit train of cars loaded with ballast and going east, propelled by the steam engine or locomotive called the St. Lawrence; and that we, the coroners' jury, after due deliberation, find that said collision was caused by D. W. Twitchel, conductor of said gravel pit train of cars, violating in a gross manner the rules and regulations laid down and given him for his guidance by the Great Western Railway Company by causing the said gravel pit train of cars to go out on main track during mail express train time, and we, the jurors, find the said D. W. Twitchell guilty of manslaughter; and furthermore find that J. Kettlewell, the engineer or driver of said

New York:

years.
sent a bushel ten years ago, now sent 8½ million.

PRICES-
ENGLAND.

e.	Oxen	
b.	each.	£
1	17.43	
3	19.63	
3	18.00	
0	17.83	
0	19.28	
	20.25	
	19.19	
	21.52	
	21.04	
	21.82	
	22.61	
	21.88	
	22.05	
	21.76	
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gravel pit train of cars per engine or locomotive St. Lawrence, has also violated the rules laid down and given him for his guidance by the Great Western Railway Company, by moving his engine out on the main track during express train time, and we find said Kettlewell guilty of manslaughter, but in a less degree, from his having gone out by direction of the conductor of said gravel pit train, D. W. Twitchell."

The Great Western Company is then justly censured for lack of proper guards and watchmen being placed at crossings, sidings and gravel pits, and winding up with a witness clause, the following gentlemen set their hands and seals:

E. B. DONNELLY, Coroner.	ALEX. KNAPP, Foreman.	DAN'L Y. DOLSEN,
JOHN L. DOLSON,	DANIEL FORSYTH,	JOHN McDOWELL,
J. SMITH,	THOMAS LARKE,	*ISRAEL EVANS,
C. P. LAIRD,	*O. I. V. DOLSEN,	ALVIN GREGORY,
*GEO. D. ROSS,	D. R. VAN ALLEN,	WM. CHAMBERS,
JOHN JACK,	THOMAS SNOOK,	*JAMES HART,
*WADE G. FOOTT,	*JOHN RUSSELL,	W. MCKENZIE ROSS.

Those with asteric opposite their signatures, by a subsequent document, protested against the verdict as applying to J. Kettlewell's "being compelled to sign the same against our consciences by the coroner."

A living victim of this memorable accident is Mr. Wm. Mitchell, of Chatham, then a mere boy, who lost a father, a brother, had a mother maimed, and he himself shorn of a limb, in the course of the amputation of which, as he lay on the plains and coolly surveyed, he indulged the surgeons to some choice extracts of his Scotch vocabulary for depriving him of it. Mr. David Walker, hotel keeper, late of Chatham, now of Toronto, was the driver of the "Reindeer." All told, 57 persons lost their lives, and as many more were maimed or hurt by this deplorable accident.

LAND MONOPOLY.

It appears that in England and Wales 4,500 people own 17,500,000 acres of land; in Scotland, 1,700 own 17,000,000; in Ireland, 1,942 own 12,000,000—that is, 8,142 individuals hold as theirs, within these three countries, 46,500,000 acres of land. To give a clearer idea of this stupendous monopoly of the earth's surface, the estates of these 8,142 landlords amount to over 9,000,000 more acres than the entire area or extent of England and Wales put together, or to 6,000,000 over double the area of Ireland, or to 8,000,000 over twice the extent of Scotland. Assuming that this land brings in 15s. an acre per annum, which is an under estimate, this small group of persons receive in round figures an income of £35,000,000 a year.

Talk of American land kings; why, 44 persons in Scotland own 100,000 acres or over, each! One person owns 1,326,000 acres, and his wife 149,879; another owns 1,005,000, and other three nearly 450,000 each.

A CAR LOAD

Is nominally 20,000 lbs. It is also 70 bbls. salt, 70 of lime, 90 of flour, 60 of whiskey, 6 cords of soft wood, 18 to 20 head of cattle, 50 to 60 head of hogs, 90 to 100 head of sheep, 9,000 feet of solid pine boards, 17,000 feet of siding, 40,000 shingles, 340 bushels of wheat, 400 of barley, 400 of corn, 680 of oats, 300 of flax seed, 366 of apples, 340 of potatoes, and 1000 of bran.

GREAT BRIDGES.

Build. Name. Country. Style. Material. Length. No. Meir. Cost. I. urah.

GREAT BRIDGES.

Built.	Name.	Country.	Style.	Material, &c.	Length. Feet.	No. Spans	Main Clear Span.	Width. Feet.	Above water.
1819	1 Tweed	Berwick, England.	Suspension	Iron Chain Cable.	1380	1	449	42	..
1824	2 Waterloo	London, "	Arch	Cornish Granite	1050	9	120	42	..
1826	3 Menai	Wales, "	Suspension	Iron Bar Chain.	982	1	580	54	100
1831	4 London	London, "	Arch	Stone—Granite.	1513	5	152	30/14	60
1849	5 Britannia	Holyhead, "	Tubular	Iron Plated Girder.	2220	2	460	30	102
1855	*6 Niagara	Canada, "	Suspension	Iron Wire Cable.	9194	1	821	16/20	82/108
1860	7 Victoria	Montreal, "	Tubular	Iron Plated Girder.	2252	25	330	36	103
1867	8 Cincinnati	Ohio, U. S.	Suspension	Iron Wire Cable	4462	3	1057	54	100
1874	*9 St. Louis	Missouri, U. S.	Arch	Steel-ribbed Tubes.	1129	1	512	..	200
1876	10 Douro	Portugal, "	Arch	Iron Girder Truss.	10612	85	515	..	83
1877	11 Dundee old	Scotland, "	Gird'r truss	Iron Lattice.	4649	5	245	..	200
1879	*12 Hudson	Poughkeepsie, U. S.	"	Iron Rectangular Lattice.	5994	3	1600	85	135
1882	13 Brooklyn	New York, U. S.	Suspension	Steel Wire Cable.	910	3	470	32	239
1883	14 Can. South	Niagara, U. S.	{ Cantilev'r	"	1 mile.	24	1700	..	150
1884	15 Forth	Scotland, "	truss	"					

* These have two floors. + The Westminster Bridge is 85 feet wide. Nos. 1, 2, 3 & 4 are used for vehicles and foot passengers only. Nos. 6, 9 & 12 are used for railway, vehicles, passengers, etc., and Nos. 8 & 13 for street cars, vehicles and passengers. Nos. 5, 7, 10, 11 & 14 are used for railway traffic only. The towers of Niagara bridge are 245 feet high; Cincinnati, 230; Britannia, 250; and Brooklyn, 278 feet above water mark. The Cincinnati has 2 iron wire cables, 12 1/2 inches dia.; Niagara has 4, 10 1/2 inches dia.; and Brooklyn 4, each 15 1/2 inches dia., and of steel. The depth of the St. Louis foundations from water surface is 100 feet; the Hudson, 100 feet (65 of water); and the Brooklyn, 78 feet, under. Two spans of the great Forth bridge are 1700 ft. and two 680 ft. clear; highest point above water, 350 ft.—greatest of all bridges. Approaches, 2754 ft.

The first authenticated Arch bridge is the Ponte de Rotta, Rome, built 127 B.C. The London bridges are the finest examples of Stone bridges. A Suspension bridge was erected at Tees, Eng., 1741; the Tweed next. The Lattice Girder was invented in 1824; the Suspension (wire) first used 1850; and the Tubular in 1846. The Lattice Girder was invented in 1846. The Langang bridge in China is 5 miles long, 70 feet high, 300 arches, with splendid pillars and marble statuary every 75 feet.

The first County bridge was built over the Creek at Chatham in 1806. It stood in rear of Malcolmsson's store, the roadway passing between the two trees still standing on the north bank of Creek. It was burned in 1813, but repaired by Harrison's army which passed over it.

STATEMENT

Showing the various offices, employments, public situations, and salaries or fees thereto attached, as also the grants of land received at any time from the Government for himself or children; of the members of the Legislative and Executive Councils and House of Assembly for and at 1st July, 1832, who are also residents and representatives of the Western District:

Party's Name.	Office or Official Posit'n	Salary.	Date of Appointment.	Residence.	Land Grants.	
					Y'rof Grant.	Acres.
Hon. Jas. Baby	Inspector Gen'l Execut'v Cou'r	£ 615 100	Feb 1815 J'y 1792	Sandwich & Toronto.	1797-8-9	7301
Wm. D. Powell	Late Chief Jus.	1000	Oct. 1816	"	1797/1823	16903
Hon. J. Gordon	Legisla've Cou'r			Amhers'b'g	1818/1821	1100
Hon. A. Grant.	" "			1792 Sandwich..	No date.	200
Wm. Birzcey..	Judge W. Dis... M.P.P., Kent..	10	Apr 1826	Amhers'b'g		
Jean B. Lewis.	" "				1818	2400.
Wm. Elliott...	" Essex.			Sandwich..	No date.	811
Jean B. Macon	" "			" & K'nt	1816 & '22 Dec. 1820	1400 400

The expiring years of the last century saw numerous crown patents issued from the Crown Lands Department covering fine tracts of land, reading practically thus: "I, Peter Russell, Lieut.-Gov. (President), convey unto you, Peter Russell, gentleman, (and other friends of the irresponsible Government) for the consideration of five pounds." A score of years later, as shown lately by a Toronto newspaper, the "family compact" engorged themselves with stolen lands. It will be interesting to observe to what extent their friends in the "Western District" were treated. Read the above statement; it will help to show why poor Gourlay and Collins were imprisoned and persecuted and the patriot Mackenzie forced into rebellion. In a score of years more what will the "Can. Pac. Gov. Compact" and their grants be termed?

"THOU SHALT NOT CHEW OR SMOKE."

It the year 1650, and just 234 years ago, the Assembly of Connecticut, then known as "The General Courte of Connecticut," enacted what have ever since been known as "The Blue Laws," and it is a fact that most of those laws have never been repealed. The action of the Connecticut House of Representatives, in receiving and referring the petition of some 200 citizens of Groton, reciting: "That the prevailing habit among children of carrying and using tobacco at school is a pernicious evil, morally, and physically detrimental," and asking "such legislation as will empower district committees, teachers, parents and guardians, who shall find children between the ages of 4 and 17 years guilty of using the weed, to expel them from the schools," suggests the existence among us of the disposition to overdo small matters, which caused the old legislators to fall into disrepute. Perhaps! But may not the Temperance Association consistently step in?

RIBBONED BRITISHERS.

The number of British subjects entitled to wear a ribbon or badge of the Queen's giving is about 2,000 all told. Of the Garter, there are 52 Knights, 21 English and 21 foreign; of the Thistle, 21; of the Order of St. Patrick, 25; of the Bath, 87 Grand Crosses (72 English and 15 foreign), 208 Knights Commanders, and 928 Companions and Officers, making a total of 1223 members of the Order; of the Star of India there were 261 Knights and Companions; of the Order of St. Michael and St. George, 407; the Companions of the Order of the Indian Empire are 177; and last, the Victoria Crosses are 242. Included are 8 Canadians holding C.B.; 10 C.M.G.; and about as many more the higher order.

LARGE BELLS.

NAME.	CITY.	COUNTRY.	WEIGHT.	CAST
*Zar Kolokol.....	Moscow.....	Russia.....	432,000 lbs.....	1733
†Temple.....	Krota.....	Japan.....	168,000 “.....	1633
Ivan.....	Moscow.....	Russia.....	160,000 “.....	1819
Great Bell.....	Pekin.....	China.....	107,000 “.....	
Kaiserglocke.....	Cologne.....	Germany.....	50,000 “.....	1875
St. Owen.....	Rowen.....	France.....	36,364 “.....	1501
Westminster.....	London.....	England.....	30,350 “.....	
R. C. Cathedral.....	Montreal.....	Canada.....	28,560 “.....	1847
City Hall.....	Paris.....	France.....	25,000 “.....	1472
St. Pauls.....	New York.....	United States.....	22,300 “.....	
Great Peter.....	York.....	England.....	21,500 “.....	1845
Town Hall.....	London.....	England.....	10,200 “.....	
	Chatham.....	Canada.....	2,122 “.....	1876

*Height, 21 feet; circumference, 68 feet; thickest part, 23 inches; weight, 443,772 lbs. Broken shortly after being cast, a piece 11 tons dropping out. †Bell still rung; is 18 feet high and 30 feet in circumference.

The great bells of Vienna and Olmutz weighed respectively 42,000 and 36,000 lbs.

ARTESIAN WELLS WATER.

NAME.	CITY.	COUNTRY.	Depth Feet.	REMARKS.
Grenelle.....	Grenelle.....	France.....	1802	Small't dia. 18 in.
Vittoria.....	Vittoria.....	Spain.....	2200	“ “ 20 in.
Belcher.....	St. Louis.....	United States.....	2544	“ “ 3½ in.
Pesth.....	Pesth.....	Hungary.....	3200	Water 160° fah.
Asylum.....	St. Louis.....	United States.....	3843	Sm'll't bore 3½ in.
Sperenburg.....	Berlin.....	Germany.....	4194	“ “ 13 in.
*Buchanan.....	Wheeling, Va.....	United States.....	4300	Oil well.
†South Down.....	Brighton.....	Gt. Britain..	1285	Small't dia. 4 ft.

*Deepest oil well. †Open well, water.

GREAT WATER WHEELS.

NAME.	PLACE.	COUNTRY.	Diam. Feet.		REMARKS.
			Diam. Feet.	Face Feet.	
Cotton Mill.....	Grenock.....	Scotland..	70½	13	Overshot.
Laxey.....	Laxey.....	Isle of Man	72½	6	“
Burdon Iron Works	Troy, N. Y.....	U. States..	50	22	“
Brockville.....	Brockville, Con..	“	55½	10	“
Deanston.....	Leith River.....	Scotland*..	36	48	“
Great Eastern.....	London.....	Gt. Britain	56	13	Paddle.
Pilgrim Steamboat..	New York.....	U. States..	41	.....	“

* Four wheels coupled, each 36 + 12.

COMPOUND INTEREST.

Years.	5 per ct.	6 per ct.	7 per ct.	Years.	5 per ct.	6 per ct.	7 per ct.
1	1.05	1.06	1.07	13	1.886	2.133	2.410
2	1.102	1.123	1.144	14	1.980	2.261	2.578
3	1.157	1.191	1.225	15	2.079	2.396	2.759
4	1.215	1.262	1.310	16	2.183	2.540	2.952
5	1.276	1.338	1.402	17	2.292	2.693	3.159
6	1.34	1.418	1.501	18	2.406	2.854	3.380
7	1.407	1.503	1.606	19	2.527	3.025	3.616
8	1.477	1.594	1.718	20	2.653	3.207	3.869
9	1.551	1.689	1.838	21	2.786	3.400	4.140
10	1.628	1.791	1.967	22	2.925	3.603	4.430
11	1.710	1.898	2.105	23	3.071	3.820	4.740
12	1.796	2.012	2.252	24	3.225	4.049	5.072

EXAMPLE.—What is the compound interest on \$500 for 10 years at 6%? The tabular amount for \$1, as above, is 1.791 dollars, which, multiplied by 500, gives the answer—\$895.50. Many farmers and borrowers unwittingly pay compound interest on their loans or bonds; for instance, a borrower of \$900 on a note or bond paying 6 per cent. interest repays it by instalments, say as follows:

1st payment	May 8, 1869.....	\$168	14th payment	Sept. 24, 1872..	\$19.00
2d	June 4, 1869.....	86	15th	Oct. 27, 1875..	80.50
3d	Jan. 9, 1870.....	50	16th	July 6, 1876..	25.00
4th	June 10 1870.....	104	17th	Oct. 14, 1876..	50.00
5th	Jan. 15 1871.....	28	18th	Mar. 20, 1877..	25.00
6th	May 25 1871.....	50	19th	Mar. 2, 1878..	40.00
7th	June 12 1871.....	6	20th	May 4, 1878..	20.00
8th	July 2 1871.....	5	21st	July 4, 1878..	35.00
9th	Aug. 19 1871.....	20	22nd	Sept 30, 1878..	43.50
10th	Sept. 1 1871.....	20	23rd	Apr. 15, 1879..	58.00
11th	Nov. 1 1871.....	15	24th	Mar. 1, 1880..	48.00
12th	Dec. 7 1871.....	10	25th	Sept. 7, 1882..	9.00
13th	Feb. 16 1872.....	10			

Now as the interest is being computed on the principal at each payment, the payment subtracted therefrom, and the remainder brought down as new principal, it would leave him to pay a balance due at the settlement, say 8th Sept'r, 1882, of \$266.37.

But by computing the interest according to the Mercantile Rule, viz.: computing the interest on the principal at the *date of settlement*, and computing the interest on each payment to the *same date*, then subtracting the payments from the principal, the amount due would be only \$88.07—a difference of \$178.38; and it must be borne in mind that the difference will be increased in an accelerated ratio as the payments are oftener and the time prolonged. Short loans, few payments, gentlemen!

AREAS OF CIRCLES—INCHES.

Diameter.	Area.	Diameter.	Area.	Diameter.	Area.	Diameter.	Area.
2....	3.1416	10....	78.54	16....	201.0624	30....	706.86
4....	12.5664	12....	113.0976	18....	254.4696	36....	1017.878
6....	28.2744	14....	153.9384	20....	314.16	40....	1256.64
8....	50.2656	15....	176.715	24....	452.3904	50....	1963.5

STEAM ENGINES.

RULE TO CALCULATE HORSE-POWER OF A STEAM ENGINE.—Multiply the area of the piston in square inches by mean cylinder pressure (which should be 25% less than the boiler pressure) in lbs. per sq. inch, by twice the length of the stroke in feet, and by the number of revolutions per minute, and divide product by 33,000. **EXAMPLE**—Engine, 12x15; boiler pressure, 60 lbs.; revolutions, 100. Area, 113x45 (b. press. less 25%) = 5085x2½ ft. (double of stroke) = 12712.5x100 revolutions = 1271250 ÷ 33000 ft. lbs = 38 52 horse power. From this deduct 15% for friction, etc., giving net h.p. 32.75.

RULE to estimate horse-power by dimensions of cylinder, and upon the supposition that the pressure (boiler) is nominally 40 to 50 lbs. and the travel of piston 200 to 250 feet:—Divide diameter of cylinder by 3, and square for h. p. **EXAMPLE:** Cylinder 15 in. dia., therefore 15-3 = 5x5 = 25 h. p.

BELTING.

RULE.—For calculating the width of belts required for transmitting different numbers of horse powers: Multiply 33,000 (horse power unit) by the number of h. p. to be transmitted; divide the amount by no. of feet the belt is to run per minute (which is found by multiplying the revolutions of the driving shaft by the circumference of its drum, always 3.1416 of its diameter); divide the quotient by the number of feet or parts of a foot in length of belt by the number of feet or parts of a foot in length of belt contact with smaller drum or pulley; divide this last quotient by 6 (the allowance in lbs. to the square inch), and the result is the required width of a single tanned leather belt in inches. **EXAMPLE**—Required, the width of a single belt, the velocity of which is 1500 feet per minute, and which has to transmit 10 h. p., the diameter of the small pulley being 4 feet, with 5 feet of circumference in contact with belt—

$$33,000 \times 10 = 330,000 \div 1500 = 220 \div 5 = 44 \div 6 = 7\frac{1}{2} \text{ inches width of belt.}$$

RULE—To estimate what power a belt will transmit: Divide the number of square inches of belt in contact with the pulley by 2 (a half pound being allowed per square inch of belt in contact); multiply the quotient by the velocity of the belt in feet per minute; again divide the total by 33,000 and the quotient is the number of h. p. **EXAMPLE**—A 6-inch single belt is being moved 1200 feet per minute, 4 feet of its length in contact with a 3-foot drum required the h.p.—

$$6 \times 48 = 288 \div 2 = 144 \times 1200 = 172800 \div 33000 = \text{say } 5\frac{1}{2} \text{ horse power.}$$

Double belts will do half as much work again as a single one.

PULLEYS AND GEARING.

RULES FOR CALCULATING THE SPEED OF DRUMS OR PULLEYS, AND COG GEARING.—1st. The diameter of the Driven being given, to find its number of revolutions: Multiply the diameter of the Driver by its number of revolutions, and divide the product by the diameter of the driven; the quotient will be the number of revolutions of the Driven.

2. The diameter and revolutions of the Driver being given, to find the diameter of the Driven that shall make any given number of revolutions in the same time: Multiply the diameter of the Driver by its number of revolutions, and divide the product by the number of revolutions of the driven; the quotient will be its diameter.

3. To ascertain the size of the Driver: Multiply diameter of the Driven by the number of revolutions you wish it to make, and divide the product by the revolutions of the Driver; the quotient will be the size of the Driver.

The proportion between movers should never exceed FIVE to ONE, and a less difference is at all times desirable.

	7 per ct
33	2.410
51	2.578
96	2.759
40	2.952
33	3.159
44	3.380
25	3.616
97	3.869
90	4.140
33	4.430
20	4.740
9	5.072
ears at 6 % ?	
ultiplied by	
unwittingly	
borrower of	
instalments,	
872..	\$19.00
875..	80.50
876..	25.00
876..	50.00
877..	25.00
878..	40.00
878..	20.00
878..	35.00
878..	43.50
879..	58.00
880..	48.00
882..	9.00
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	1017.878
	1256.64
	1963.5

FOURTH
MONTH.



APRIL

30
DAYS.

MOON'S PHASES.

First Quarter..... 2 d. 3 h. 50 m. A. Last Quarter..... 18 d. 10 h. 27 m. M.
Full Moon..... 10 d. 6 h. 17 m. M. New Moon..... 25 d. 9 h. 30 m. M.

Day of Year.	Day of the Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON RISES.
92	1	Tu	A. D. McLean, late Clk of Peace, County, app. 1858	H. M.	H. M.	H. M.
93	2	We	Donald McTaggart, Harwich, (82) died.....1881	5 40	6 27	Morn
94	3	Th	Richmond, Vir., taken by Gen. Grant.....1865	5 39	6 29	0 45
95	4	Fr	G't Thames flood, 16 ft. over level, Chatham...1873	5 37	6 30	1 34
96	5	Sa	United Lumbermen steam brig lau'ch'd Dresden 1884	5 36	6 31	2 17
97	6	S	Duel at Springwells bet Eng. of. Frazer & Rich'n. 1882	5 34	6 32	2 55
98	7	Mo	W. B. Wells, County Judge, (72) died.....1881	5 32	6 33	3 28
99	8	Tu	Gt. W. 2d Str. to cross Atlan's's'd from Bristol. 1888	5 31	6 34	3 59
100	9	We	Thamesville flooded by the Thames River....1873	5 29	6 35	4 29
101	10	Th	Clergy Reserve Bill passed Can. Commons....1853	5 27	6 36	4 58
102	11	Fr	Mrs. Jas. Fields, Har., 3 children at a birth...1854	5 26	6 37	Rises
103	12	Sa	Robt. Williams, Raleigh, married.....1847	5 24	6 38	7 56
104	13	S	Magdala Abyssinia taken by the British.....1868	5 23	6 39	8 52
105	14	Mo	Ex-Councillor J. Malott, Til. L., killed (52)...1874	5 21	6 40	9 47
106	15	Tu	Miles Millar, once prop. Chat. Planet, died...1870	5 19	6 41	10 39
107	16	We	Dr. Jas. Rolls, of Morpeth and Chatham, died. 1873	5 18	6 42	11 27
108	17	Th	Thos. Griffith, a pioneer of Bothwell, died...1883	5 16	6 43	Morn
109	18	Fr	Boston News-letter, 1st Am. newspaper, pub. 1704	5 14	6 44	0 11
110	19	Sa	Jno. Dolson, Dover, 1st W. D. Warden, died...1847	5 12	6 45	0 52
111	20	S	Mrs. W. A. Crowe, Dover, 3 child'n at a birth. 1866	5 10	6 46	1 30
112	21	Mo	New Welland Canal opened to navigatio n....1882	5 9	6 47	2 6
113	22	Tu	Sirius, 1st Str. across Atlantic, arrived N. Y. 1888	5 7	6 48	2 40
114	23	We	Jos. Laird's house, Harwich, burned.....1883	5 6	6 49	3 14
115	24	Th	Jas. Nelson, Har., married Arnes McNaugh'n. 1845	5 5	6 51	3 48
116	25	Fr	Rioters burn Parliamentary build'g, Montreal. 1849	5 4	6 52	4 24
117	26	Sa	Court of Request, 1st court building, Morpeth. 1834	5 2	6 53	Sets.
118	27	S	Geo. Williams, 1st Surrogate Registrar, app. 1855	5 1	6 54	8 24
119	28	Mo	Claude Gouin, a prom. Chatham pion., died..1843	4 59	6 55	9 33
120	29	Tu	Thamesville Express, B. L. Chipman, 1st pub. 1874	4 57	6 57	10 36
121	30	We	Rich. Monck, ex-Mayor, Chatham (70) died..1883	4 56	6 59	11 31
				4 54	6 60	Morn

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 WHITE OILS,

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30
 A.Y.S.

27 m. M.
 30 m. M.

CHATHAM.

MOON
 RISES.

H. M.

Morn

0 45

1 34

2 17

2 55

3 28

3 59

4 29

4 58

Rises

7 56

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Morn

0 11

0 52

1 30

2 6

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4 24

Sets.

8 24

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10 36

11 31

Morn

ES.

TO THE PUBLIC.

Having purchased the Dry Goods Stock of Smith, known as the Great Dry Goods Man, at less than 50c. on the \$, I am offering the same at but a small advance thereon! To Smith's stock I have added, by Cash purchases, a large assortment of all Desirable Goods, and forming together as choice, select and cheap a Stock as has ever been offered in Chatham.

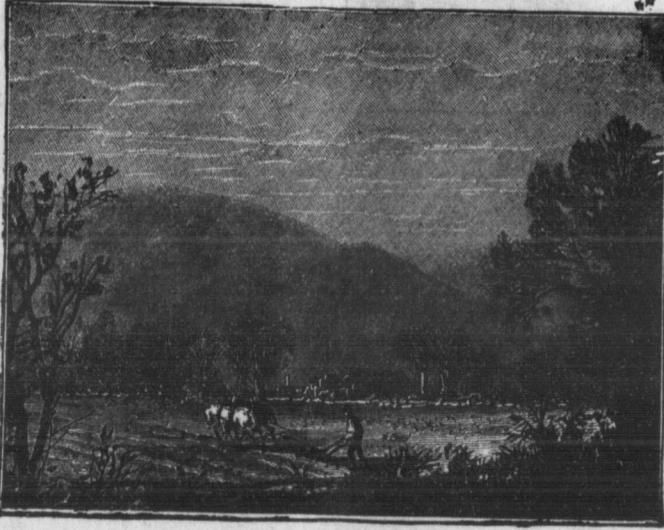
I do not claim to have a Stock of from \$30,000 to \$50,000--having no Millinery, Ready-made Clothing, Hats & Caps or Carpets--but I do claim that in my own special line (STAPLE AND FANCY DRY GOODS PROPER) I have a stock which, either for choiceness or fine value, is unsurpassed in Kent County.

It is the Merchant with long experience who knows where to buy, what to buy, and how to buy, and who buys for Cash (an advantage of 10 per cent. alone) that is able to offer Customers the best Goods for the least money.

That is my position. I solicit inspection of my Stock and a comparison of prices for the proof.

Remember the Store -- directly opposite Merchants Bank, King Street, Chatham.

JOHN HYSLOP.



Ploughing.—J. D. Woodward.

APRIL.

We commence the Calendars—open the year, as it were, of our Annual—with the month of April. This arrangement is necessary, since the Annual will now, and probably hereafter, be issued as a Spring publication. Beyond the principal reason for the change, which is to make the work of more practical value by securing the present year's municipal election returns, appointments, reports and other data, as also to form a more seasonable medium for the spring announcements of our business men, there are ample and sufficient grounds for the choice. April formed the first month of the year of the old Alban Calendar, and was the second under that of Romulus. It is the first month of the year which shows decided symptoms of a renewal or revivification of nature, after its long dormant or dead condition throughout the winter season. The reproductive power of vegetable life is first awakened in this month, and commences to attest itself in nature's various departments. The trees begin to bud forth and clothe themselves in tinted verdure of the richest colors. The fields in their green beauty, deepened or lightened in shade as the cloud or sunshine, chasing each other, pass over it, entirely alter the aspect of the lately snow-bound landscape. And animal life is not asleep. The robin is amongst us, breaking the early morn with his song, and at even the frogs enliven the ponds with tuneful pipes. All nature has arisen; youth is rampant; old age rejuvenated, and a NEW YEAR has begun.

This day Dame Nature seemed in love;
The lusty sap began to move;
Fresh juice did stir the embracing vines,
And birds had drawn their valentines.

The groves already did rejoice
In Philomel's triumphant voice;
The showers were short, the weather mild,
The morning fresh, the evening smiled.

The jealous trout that low did lie,
Rose at a well-dessembled fly;
Already were the eaves possess'd
With the swift pilgrim's daubed nest.

FIFTH
MONTH.



MAY.

31
DAYS.

MOON'S PHASES.

First Quarter..... 2 d. 0 h. 40 m. M. | New Moon..... 24 d. 5 h. 9 m. A.
Full Moon..... 9 d. 10 h. 40 m. A. | First Quarter..... 31 d. 11 h. 28 m. M.
Last Quarter..... 17 d. 11 h. 26 m. A.

Year.	Day of the Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
122	1	Th	Battle of Fort Meiggs, Kent militia engaged... 1813	H. M.	H. M.	H. M.
123	2	Fr	Tolmie & McMartin's factory, Ridgetown, bur. 1883	4 51	7 3	0 17
124	3	Sa	Chatham Volunteers started for Sherbrooke... 1865	4 50	7 4	0 56
125	4	Sa	Steamer Brothers, of Chatham, wrecked,.... 1856	4 49	7 5	1 31
126	5	Mo	Scow Sanspareil (largest up. lakes) launched.. 1842	4 48	7 6	2 3
127	6	Tu	Pub. dinner given 2d bat. I.M. (Col Co.) Chat. 1842	4 47	7 7	2 32
128	7	We	North Chatham new School opened..... 1883	4 45	7 9	3 1
129	8	Th	Lewis Bailey, old Tal. St. settler, Orford, died. 1883	4 43	7 10	3 31
130	9	Fr	Col. Blood's attempt to steal Crown Jew., Lon. 1871	4 42	7 11	4 2
131	10	Sa	Treaty of peace bet. France and Germany sig. 1871	4 41	7 12	4 33
132	11	Sa	Massacre of Delhi—Indian mutiny,..... 1857	4 40	7 13	Rises
133	12	Mo	McDowell established foundry in Chatham .. 1845	4 39	7 14	8 34
134	13	Tu	Snowing at Chatham—sleighing in Belleville. 1834	4 38	7 15	9 25
135	14	We	Jas. G. Laird, (an M.P. cand,) dies in Manitoba. 1883	4 37	7 16	10 11
136	15	Th	Hanlan beats Plaisted on Toronto bay, 1878	4 36	7 17	10 52
137	16	Fr	Jos. Smith, Dover East, died (74)..... 1842	4 35	7 18	11 30
138	17	Sa	Chatham race course first established..... 1845	4 34	7 20	Morn
139	18	Sa	First Registrar, Jno. Dolson, app. for Kent. 1823	4 33	7 21	0 5
140	19	Mo	Canada Southern R'y first op. for business... 1873	4 32	7 22	0 39
141	20	Tu	Steamer Steinhoff, Chat., started on trial trip. 1874	4 30	7 23	1 12
142	21	We	Great B. N. A. Confederation Act passed... 1867	4 29	7 24	1 44
143	22	Th	Order of Baronets inst. by James I..... 1611	4 28	7 25	2 18
144	23	Fr	Bank of North America established... 1781	4 27	7 26	2 55
145	24	Sa	L. H. Johnson, Wallaceburg, died..... 1882	4 26	7 27	3 37
146	25	Sa	R. C. Priests first settle in Canada..... 1615	4 25	7 28	Sets.
147	26	Mo	Bothwell encamp't of Oddfellows instituted. 1881	4 25	7 29	8 18
148	27	Tu	Great hailstorm, a calf, pigeons, &c., killed. 1845	4 24	7 30	9 17
149	28	We	Great fire at Quebec, 1500 houses burned.... 1845	4 23	7 31	10 9
150	29	Th	Assizes Court first held in county, Chatham. 1851	4 23	7 32	10 54
151	30	Fr	Rufus Stephenson, pres. g'd watch, Ottawa. 1882	4 22	7 33	11 32
152	31	Sa	Mrs. S. Marsh (Montgomery) Ridg'n, died (106) 1883	4 22	7 34	Morn
				4 21	7 35	0 5

J. B. RANKIN, B.A.,
BARRISTER. SOLICITOR.

IN THE SUPREME COURT.

AT MONEY TO LOAN AT LOWEST RATES.

OFFICE—Over Merchants' Bank.

CHATHAM.



SYER & MAYHEW,

—AGENTS FOR—

THE MASSEY HARVESTING MACHINERY,

- Toronto Cord Binder,
- Massey Low-Down Binder,
- Toronto Mower,
- Toronto Reaper,
- Massey Harvester,
- Sharpe's Rake.

These Implements are unexcelled for **STRENGTH** and **LIGHTNESS OF MATERIAL USED**, and unequalled for work in the field. All are invited to examine them.

BRANTFORD SULKY PLOW, WESTERN 2-HORSE CULTIVATOR, DIAMOND TOOTH CORN CULTIVATOR.

The BEST VARIETY of PLOWS Made in Canada.

PRICES TO SUIT THE TIMES.

Thamesville, April, 1884.

31
AYS.

9 m. A.
8 m. M.

CHATHAM.

MOON
SETS.

H.	M.
0	17
0	56
1	31
2	3
2	32
3	1
3	31
4	2
4	33
Rises	
8	34
9	25
10	11
10	52
11	30
Morn	
0	5
0	39
1	12
1	44
2	18
2	55
3	37
Sets.	
8	18
9	17
10	9
10	54
11	32
Morn	
0	5

R.

AM.

E. S. HUBBLE,
THAMESVILLE, ONT.

—DEALER IN—

Bar Iron and Shelf Hardware

STOVE FURNISHINGS AND TIN GOODS.

COOK,

PARLOR

BOX

—AND—

COAL

STOVES.

—
LATEST

Styles.



GLASS,

PUTTY,

OILS

Paints

—AND—

COLORS

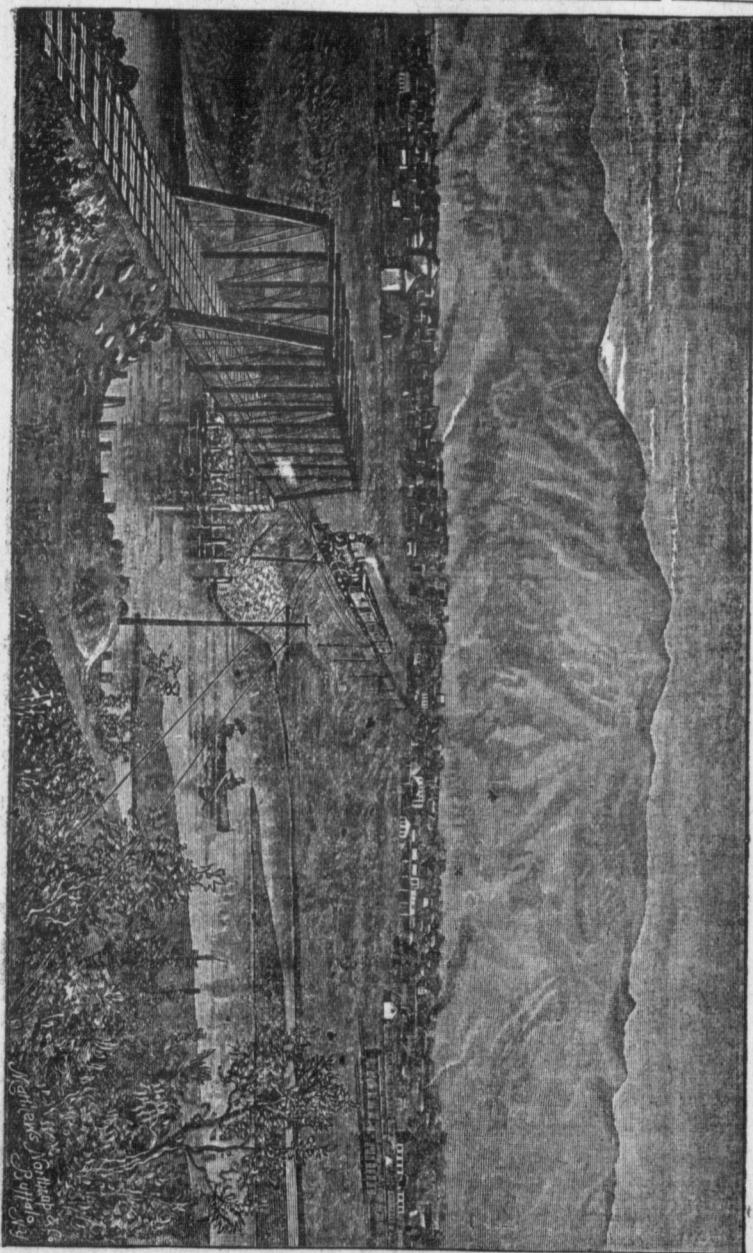
—
FARM

TOOLS, &c.

⚡ Eave-Troughing and House Jobs, and Repairing of every description done on short notice.

PRICES AS MODERATE AS ANY PLACE IN THE COUNTY.

⚡ Farmers now find the Thamesville Market for most products satisfactory and very convenient; they will find also that they can supply themselves in my line of goods, in quality or price, as well as in any other place. Please note this.



Ogden and Wasatch Mountains, Utah.

E,
ware
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ASS,
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ND—
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RM
s, &c.
cription
NTY.
d very con-
quality or-

SIXTH
MONTH.



30
DAYS.

JUNE.

MOON'S PHASES.

Full Moon.....	8 d.	2 h.	21 m.	A.	New Moon.....	23 d.	0 h.	5 m.	M.
Last Quarter.....	16 d.	9 h.	6 m.	M.	First Quarter.....	30 d.	0 h.	47 m.	M.

Day of Year.	DAY OF THE MONTH.	DAY OF THE WEEK.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
153	1	S	Scott Act, Lambton, quashed for void polling. 1881	H. M.	H. M.	H. M.
154	2	Mo	Fenian skirmish at Limebridge.....1866	4 21	7 35	0 36
155	3	Tu	Railway acci't, Copetown, 25 persons injured. 1873	4 20	7 36	1 6
156	4	We	Telegraph line to China first established.....1871	4 19	7 37	2 4
157	5	Th	Battle of Stoney Point, near Hamilton.....1813	4 19	7 37	2 35
158	6	Fr	Oil struck at McGregor's, Sarnia, depth 630 ft. 1881	4 18	7 38	3 10
159	7	Sa	First great Reform Bill, Britain, passed.....1832	4 18	7 39	3 48
160	8	S	Wm. Douglas, appointed Clerk of Peace.....1868	4 18	7 40	Rises
161	9	Mo	John Dewar (of Sarnia) died, aged 62.....1881	4 18	7 40	8 9
162	10	Tu	Attempted assassination of Queen Victoria...1840	4 18	7 41	8 52
163	11	We	Ridgetown Lodge of Oddfellows established...1874	4 17	7 42	9 32
164	12	Th	Dominion Steamer launched at Wallaceburg. 1867	4 17	7 42	10 9
165	13	Fr	Colored men first sit as jurors, Essex Co.....1883	4 17	7 42	10 43
166	14	Sa	Wm. Rowland, Orford, shoots his wife.....1882	4 17	7 43	11 15
167	15	S	Wm. Ruddle, Howard, ex-W. D. Coun'r, died. 1851	4 17	7 43	11 46
168	16	Mo	Sunderland calamity, 200 crushed.....1883	4 17	7 44	Morn
169	17	Tu	First judgment recorded in Kent County....1861	4 17	7 44	0 18
170	18	We	E. & H. railway bridge, Thames, blown down. 1883	4 17	7 44	0 52
171	19	Th	Mother Shipton's prophecy fell due.....1882	4 18	7 45	1 30
172	20	Fr	Queen Victoria ascended the British throne. 1837	4 18	7 45	2 12
173	21	Sa	Wm. Gaspe Hall, W. D. pioneer, died at Moy. 1882	4 18	7 45	3 1
174	22	S	Steamer Gen. Vance exploded at Windsor....1844	4 18	7 45	3 58
175	23	Mo	Steamer C. H. Merritt launched at Chatham. 1883	4 18	7 46	Sets.
176	24	Tu	John Sinclair, Old Street, killed.....1882	4 19	7 46	8 46
177	25	We	First carload from Chatham over E. & H....1883	4 19	7 46	9 27
178	26	Th	Absolom Shaw, a Camden pionser, died.....1872	4 19	7 46	10 4
179	27	Fr	First Can. Bishop (Montigny) arr. in Quebec. 1659	4 20	7 46	10 37
180	28	Sa	The coronation of Her Majesty Q. Victoria. 1838	4 20	7 46	11 8
181	29	S	Old't co'y patent, Sally Ainse, lot 9, 16 c. Dov'r 1794	4 21	7 45	11 38
182	30	Mo	Baloons first sent up by Montgolfier Bros....1783	4 21	7 45	Morn

S. BARFOOT'S BANKING OFFICE,
FIFTH STREET, CHATHAM.

Call and see him if you want business done in Notes, Mortgages &c.
Interest allowed at 4 per cent. on Call Deposits, and 6 per cent. on 3 months' Deposits. Agent for best Ocean Steamships.

C. R. COOK & CO.

— AGENTS FOR —

Northern Pacific Railroad Lands

BETWEEN JAMESTOWN AND BISMARCK.

The best grain land, near to market, first-class citizens, good society, graded school and fine church, finest potatoes, excellent garden produce of all kinds, an abundance of good coal, cheap. Better water than can possibly be found in the Red River country or in the James River valley, at from 10 to 12 feet, cool and clear. Beautiful lake scenery. No floods, good drainage. Nearest point to the Mouse River country, which is tributary to Dawson, Lake Isabel, 2½ miles from Dawson. Game of every description in abundance.

TERMS.—Four to five dollars per acre. One-sixth payable down; the balance in five annual payments, with interest at 7 per cent. One dollar per acre rebate on every acre broken on or before the expiration of two years.

Homesteads, Pre-emptions and Tree Claims Located. Northern Pacific Railroad Lands and City Property Bought and Sold on Easy Terms.

Address all communications to

C. R. COOK & CO, Dawson, Dakota.

GRAND TRUNK RAILWAY

TICKETS

Issued to all points in Missouri, Kansas, Nebraska, Colorado, and the South-West; to Minnesota, Dakota, and the Great North-West; and to Montana, Oregon, British Columbia, California and the Pacific Coast.

Direct Routes! Depot Connections! Lowest Rates!

Baggage checked through to destination, and no change of cars between Chatham and Chicago.

CHEAP SUMMER EXCURSION TICKETS TO ALL EASTERN POINTS

Information at all times given with pleasure. Write or call on me before arranging elsewhere.

W. E. RISPIN,
Ticket Agent, Chatham.

30
AYS.

5 m. M.
17 m. M.

CHATHAM.

MOON
SETS.

H. M.

0 36

1 6

1 35

2 4

2 35

3 10

3 48

Rises

8 9

8 52

9 32

10 9

10 43

11 15

11 46

Morn

0 18

0 52

1 30

2 12

3 1

3 58

Sets.

8 46

9 27

10 4

10 37

11 8

11 38

Morn

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ent.

CANADIANS

SEEKING NEW HOMES

Should remember that the section of country to which their fellow Canadians have moved and met with the greatest success is

THE RED RIVER VALLEY, THE LAND OF GOLDEN GRAIN,

In NORTH-WESTERN MINNESOTA & NORTH-EASTERN DAKOTA
along the line of

St. Paul, Minneapolis & Manitoba Ry.

The only section of country on the continent where crops never fail and where farmers can raise the highest grade of wheat—No. 1 HARD—also Oats, Barley, Rye, Peas, and all kinds of vegetables.

9,000,000 Acres of FREE GOVERNMENT LANDS has just been opened for settlement in the

DEVIL'S LAKE, TURTLE MOUNTAIN AND MOUSE RIVER DISTRICT, NORTH DAKOTA,

Which are tributary to the United States Land Offices at Devil's Lake and Grand Forks, Dak., reached only by the ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY.

Round Trip Land Explorers' Tickets, good for 40 days, on sale at principal Ticket Offices in Canada, to those points.

The ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY has 2,500,000 Acres of the best Agricultural Lands in the world for sale along its line in the RED RIVER VALLEY.

Maps, Pamphlets, and all information regarding prices, terms, &c., mailed free on application to

Or to

W. S. ALEXANDER,
Gen. Traffic Mgr.,
St. Paul, Minn.

J. B. POWER,
Land Com'r, St. Paul, Minn.

C. H. WARREN,
Ass. Gen. Pass. Agt.,
St. Paul, Minn.

H. F. McNALLY, Gen. Traveling Agt., Toronto, Ont.

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JUNE.

The hay harvest is, in many parts of Britain and particularly in the dairy districts of England, as important as the grain harvest; and the haying season has not only formed a delightful theme for some of our best poets, but is one fondly longed for by village women and children who take part in the hay-making operations. British weather will not permit of the quick despatch of hay conversion which prevails in Canada. Here the prevailing crops are clover and timothy, and unless the weather be very unpropitious what is cut one day may be often stored in the hay-mow the next. But in England it is different. In the London District the natural grasses are used, and hay made therefrom require great care and continuous labor for days and days to get rid of the excessive moisture to make it nutritious and palatable, and at same time preserve its color and flavor—a desideratum which all good farmers aspire to. Farther north, and in Scotland, clover and rye grass are generally grown, which require less labor than the close succulent natural grasses to make into hay, and with two or three turnings and several days' drying it will be fit for the rick. But much labor is nevertheless necessary, and although mowing machines and hay tedders may now reduce and systemize it somewhat, the scene described by the poet Thompson is far from being obsolete.

Wide flies the tedded grass; all in a row
Advancing broad, or wheeling round the field,
They spread their breathing harvest to the sun,
That throws refreshful round—a rural smell;
Or, as they rake the green-appearing ground,

And drive the dusky wave along the mead,
The russet hay-cock rises thick behind,
In order gay: While, heard from dale to dale,
Waking the breeze, resounds the blended voice
Of happy labor, love, and social glee.

It is in the haying season that the city cousin migrates to the farm house to fatten on sweep home-made bread, rich milk, butter and eggs; to sniff the scented clover-fields, and to return later, profuse in intentions of asking the country cousin to the city Christmas fetes, somehow generally never to be carried out.

SEVENTH
MONTH.



31
DAYS.

JULY.

MOON'S PHASES.

Full Moon 8 d. 5 h. 02 m. M. New Moon 22 d. 7 h. 46 m. M.
Last Quarter ... 15 d. 4 h. 31 m. A. First Quarter..... 29 d. 4 h. 56 m. A.

Day of Year	Day of the Month	Day of the Week	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
183	1	Tu	Ridgetown driving park opened.....1892	H. M.	H. M.	H. M.
184	2	We	Maria Ireland, Dover, drowned herself.....1841	4 22	7 45	0 8
185	3	Th	Chat'am Weekly Journal, 1st Co. newspa'r pub.1841	4 23	7 45	0 39
186	4	Fr	Cor. stone, Bal. & Ohio Ry (1st rail'y) laid.....1828	4 24	7 45	1 12
187	5	Sa	Battle of Chippewa—war of 1812-14.....1814	4 24	7 45	1 47
188	6	S	1st Court of Request sat, Dover—12 suits.....1822	4 25	7 44	2 27
189	7	Mo	F. Strobach & J. Taylor, 1st suit com. C. of R.1822	4 26	7 44	3 12
190	8	Tu	P. D. McKellar, app. County Registrar.....1862	4 26	7 44	4 1
191	9	We	Mrs. Cridge lectures on womens' rights, Chat.1855	4 27	7 43	Rises
192	10	Th	Jos. Tissiman, father of Chat. T'n Clk., died..1846	4 28	7 43	8 10
193	11	Fr	Gt. London flood, brid'g des., many lives lost.1883	4 28	7 43	8 45
194	12	Sa	Battle of the Boyne—Orangemen's day.....1690	4 29	7 42	9 18
195	13	S	Troy Mills, Swarthout & Stoddard, burned...1855	4 30	7 41	9 50
196	14	Mo	Late Arth. L. Hill app. Land'g Waiter, Chat.1855	4 31	7 41	10 21
197	15	Tu	Manitoba entered into Dominion confederat'n.1870	4 32	7 40	10 54
198	16	We	Peter Paul Lacroix app.1st Cl'k C. of R., Dov.1826	4 33	7 39	11 29
199	17	Th	R. C. Church, Riv. Til., struck by lightning..1846	4 34	7 39	Morn
200	18	Fr	French invasion of England repelled.....1545	4 35	7 38	0 8
201	19	Sa	Chatham and Kent send\$947 for Irish relief..1847	4 36	7 37	0 53
202	20	S	British Columbia entered into Confederation.1871	4 37	7 36	1 44
203	21	Mo	John Waddell, ex-Sheriff Co., drowned.....1870	4 38	7 35	2 42
204	22	Tu	Island of Cyprus transferred to England.....1879	4 39	7 35	3 47
205	23	We	Bloomer dresses first worn at a ball, Lowell..1851	4 40	7 34	Sets.
206	24	Th	Davis & Smith puts in first card'g mac., N Chat.1841	4 41	7 33	8 0
207	25	Fr	Battle of Lundys Lane, Am. & Can. militia...1814	4 43	7 32	8 35
208	26	Sa	David Pratt, 3d oldest citizen of Chat., died (87)1883	4 44	7 31	9 7
209	27	S	Ireland, first propellor to enter Port of Chat..1846	4 44	7 30	9 38
210	28	Mo	Barnum, the great showman, at Chatham.....1882	4 45	7 29	10 8
211	29	Tu	Ven. Archdeacon Sandys first sett'd Chatham.1849	4 45	7 28	10 39
212	30	We	Louisville Village plat laid out by Jno Sharpe.1835	4 46	7 27	11 11
213	31	Th	Great Koh-i-Noor Diamond brought to Eng..1850	4 47	7 26	11 46
				4 48	7 24	Morn

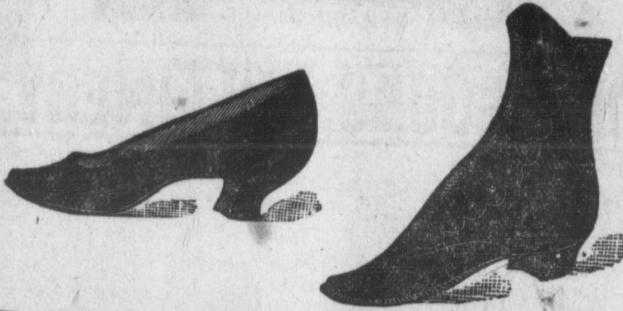
W. F. RUTLEY,

Architect and Superintendent.

OFFICE—Post Office Block, entrance on Fifth Street,

CHATHAM, - - - ONTARIO.

BOOTS & SHOES.



ALEX. HALL,

—DEALER IN—

SOLID — LEATHER — GOODS

OF EVERY DESCRIPTION.

ALSO, RUBBERS AND OVERSHOES.

Having enlarged my Store to double its former capacity, and filled the same with a large consignment of Ladies', Gents' and Children's Wear, I am now prepared to offer goods which, either for Price, Quality or Style and Variety, is unequalled in Chatham and will DEFY COMPETITION.

I do not sell at or under Cost, but I sell First-Class Goods as low (or lower) as any one in the Trade dare do.

MY OWN MAKE of Boots and Shoes are not surpassed for

GOOD MATERIAL, DURABILITY AND EXCELLENT FIT.

In these respects it is my ambition to lead—not to follow.

SHOP—Corner of King and William Streets, Chatham.

31 DAYS.	
46 m. M. 56 m. A.	
OF CHATHAM.	
	MOON SETS.
M.	H. M.
5	0 8
5	0 39
5	1 12
4	1 47
4	2 27
4	3 12
4	4 1
Rises	
3	8 10
3	8 45
2	9 18
2	9 50
1	10 21
1	10 54
1	11 29
Morn	
	0 8
	0 53
	1 44
	2 42
	3 47
Sets.	
	8 0
	8 35
	9 7
	9 38
	10 8
	10 39
	11 11
	11 46
Morn	

THOS. STONE,

—DIRECT IMPORTER OF—

DRY-GOODS, MILLINERY,

AND HOUSE FURNISHINGS.

We have always in Stock a Fine Assortment of
BLK. & COL. SILKS & DRESS GOODS
BEAUTIFUL MILLINERY,

Laces, Fringes, Trimmings, Button Hosiery, Gloves, Collars,
 Ties, &c., in fact a completely assorted stock.

We would call particular attention to our stock of

CARPETS, HOUSE FURNISHINGS,

TABLE LINENS, ETC.

As we are the only house here importing these goods
 direct from the makers in Britain, we are in a position to do
 them better for you than our neighbors can.

WE ALWAYS HAVE ON HAND A LARGE STOCK OF
IMPORTED & CANADIAN STAPLES

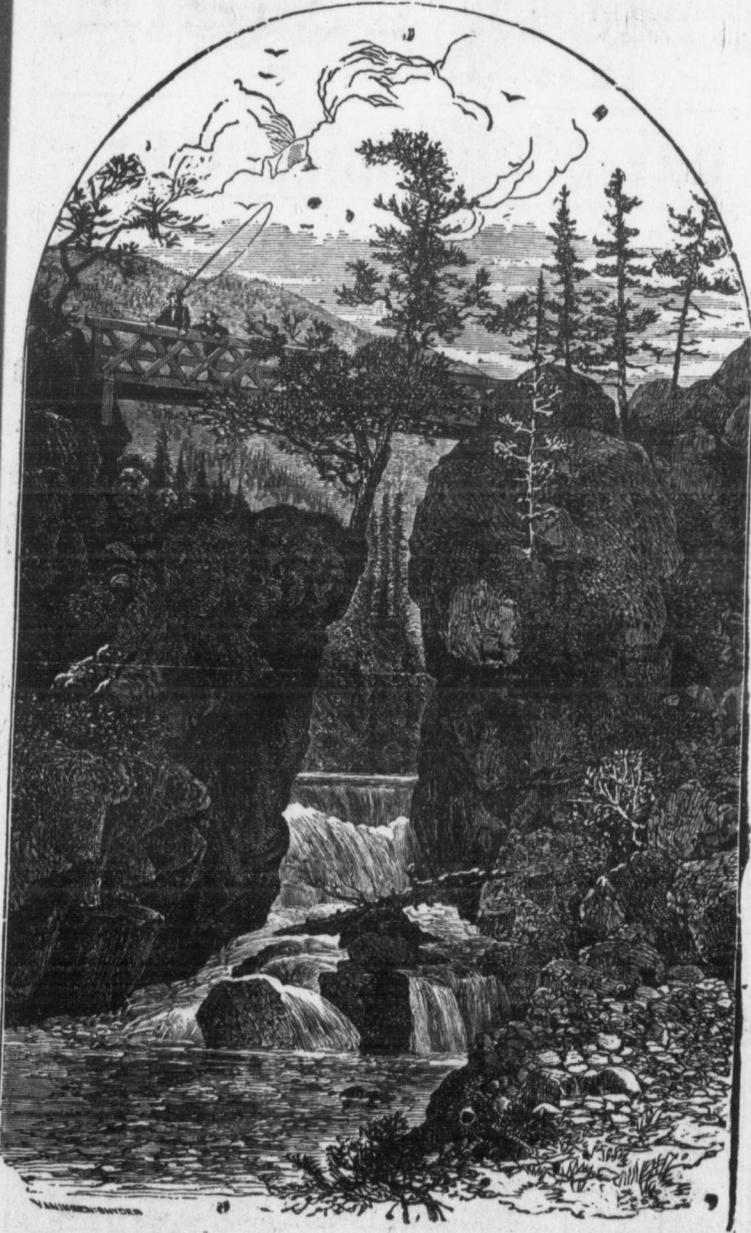
BOTH IN COTTON AND WOOL.

Soliciting a share of your patronage,

Very Respectfully,

58 KING ST., }
 CHATHAM. }

THOMAS STONE.



SCENE ON THE UNION PACIFIC RAILWAY.

EIGHTH
MONTH.



31
DAYS.

AUGUST.

MOON'S PHASES.

Full Moon..... 6 d. 5 h. 59 m. A. New Moon..... 20 d. 4 h. 46 m. A.
Last Quarter..... 13 d. 10 h. 00 m. A. First Quarter..... 28 d. 10 h. 34 m. M.

Day of Year.	Day of Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
				H. M.	H. M.	H. M.
214	1	Fr	Col. E. Drake sunk first oil well, Penn..... 1850	4 49	7 23	0 25
215	2	Sa	James Smith, 11 yrs. Warden of Co., died (77). 1879	4 50	7 23	1 8
216	3	S	Chatham Gleaner, 2d co. newspaper 1st pub. 1844	4 51	7 22	1 55
217	4	Mo	St. Johns, Newfoundland, taken by England. 1583	4 52	7 21	2 46
218	5	Tu	B. O'Hara app. Master in Chancery..... 1870	4 54	7 20	3 42
219	6	We	Prince Alfred Ernest, Duke of Edinbu'g, born. 1844	4 55	7 19	Rises
220	7	Th	Court of Request, 1st court est. Dawn Mills. 1834	4 56	7 17	7 19
221	8	Fr	Div. Ct. 1st est., Morpeth, J. A. Rolls 1st suitor. 1845	4 57	7 15	7 54
222	9	Sa	Erection Greenwich observatory commenced. 1675	4 58	7 14	8 26
223	10	S	Chatham lodge of Oddfellows 1st organized. 1847	4 59	7 12	8 58
224	11	Mo	Last county toll remov'd—gravel r'd aband. 1881	5 00	7 11	9 32
225	12	Tu	First American railway completed..... 1830	5 01	7 09	10 10
226	13	We	Registry office taken to Chatham from Dover. 1846	5 02	7 08	10 52
227	14	Th	Cor. st'eBap. Ch., Chat., laid by J. A. Campbell. 1874	5 04	7 07	11 39
228	15	Fr	Mat. Martin, Til., father of plow-mate's, died. 1874	5 05	7 05	Morn
229	16	Sa	Geo. Simpson, a noted hotel-kr, Louisv'e, died. 1845	5 06	7 03	0 33
230	17	S	First Chat. fire engine pur., cost £164.10/.... 1848	5 07	7 01	1 33
231	18	Mo	First ocean steam vessel leaves Quebec..... 1833	5 08	6 59	2 38
232	19	Tu	Matt. Dolson, Dover, father 1st Ward'n, died. 1813	5 09	6 58	3 45
233	20	We	Lord Dufferin visits Chatham, 19 and 20..... 1874	5 10	6 56	Sets.
234	21	Th	Prince of Wales' first arrival in Canada, Que. 1860	5 12	6 54	7 5
235	22	Fr	Pullman cars first introduced on G. T. Ry.... 1870	5 13	6 52	7 37
236	23	Sa	First str. sailed from Buffalo to Detroit..... 1818	5 14	6 51	8 9
237	24	S	Victoria bridge opened by Prince of Wales... 1860	5 15	6 49	8 40
238	25	Mo	Allen McDonald, a Selkirk settler, died..... 1881	5 16	6 47	9 12
239	26	Tu	Java earthquake and engulfment..... 1883	5 17	6 45	9 46
240	27	We	Pub. meet'g 1st names (pres) Mrpth Jamesville. 1842	5 18	6 44	10 23
241	28	Th	Wm. Lyon Mackenzie, of 1837-8 fame, died... 1861	5 19	6 42	11 4
242	29	Fr	VanOrder & wife mur. & mill burn'd Belle R. 1868	5 21	6 40	11 48
243	30	Sa	Trial and persecution of Rob. Gourlay..... 1818	5 22	6 38	Morn
244	31	S	First cut made for Mt. Cenis tunnel..... 1857	5 23	6 37	0 37

G. W. CORNELL, L. D. S.,

DENTIST.

KING STREET,

CHATHAM.

Hurd's Vitalized Air System used to Extract Teeth without Pain.
Artificial Teeth at Detroit Prices.

DR. GRISWOLD, an American Dentist of Eight Years' Experience, and a Specialist in
Tooth Filling, has charge of that department. Difficult Cases especially solicited.

AND ALMANAC FOR 1884.

STONE & WILLIAMS,



DIRECT

IMPORTERS OF

HATS, CAPS & GENTS' FURNISHINGS

Fine Fur Hats, Ranging from \$1.75 to \$4.00

WOOL HATS FROM 50c. TO \$1.50.

All the Leading New York Styles

STRAW HATS.

Our GENTS' FURNISHING DEPARTMENT is filled to the utmost capacity, comprising all the latest novelties in

SHIRTS, COLLARS, CUFFS,

NECKWARE, GLOVES, ETC.

CUSTOMERS WILL FIND IT TO THEIR ADVANTAGE TO
CALL AND INSPECT OUR STOCK BEFORE PURCHASING.

No. 74, GARNER HOUSE BLOCK,

CHATHAM, - - - - - ONT.

31
AYS.

46 m. A.
34 m. M.

CHATHAM.

MOON
SETS.

H. M.
0 25
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Rises
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L. S. T. Co.,

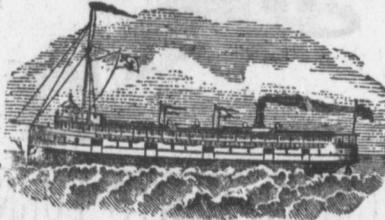
(Lake Superior Transit Co.,) a fleet of

12 { FLOATING PALACES, } 12

Staunch,

Sea Going,

Sea Worthy



Speed,

Safety,

Comfort.

DAILY SAILINGS BETWEEN

Detroit, Cleveland and Buffalo—Detroit, Port Arthur and Duluth, and all Intermediate Points.

East at 5 P. M.; North at 11 P. M.—Sundays excepted.

ONLY \$14.25 TO WINNIPEG!

Including transfer with Baggage from Railway to Dock. (Baggage checked through to all points.)

From Chatham, Dresden, Ridgeway and similar points \$10 to \$11 will buy a Ticket to Port Arthur; \$10.50 to \$11.50 to Duluth; \$12.50 to \$13.50 to St. Paul; and \$14.25 to \$15.25 to Winnipeg, and to all North-West and Pacific Coast points, rates in proportion. And \$8 to \$10 extra will secure full cabin privileges with meals and stateroom berth. The round of the lakes may be made for \$35.

Cheap Round & Tourist Tickets

First-Class, good until 31st October, issued to all points in the North-West, National or Yellowstone Park and Pacific Coast, returnable via the favorite and picturesque Albert Lea, Rock Island Railway route; also to points East via Buffalo.

THE BILL OF FARE

On these Steamers is a special feature and justly admitted to be the best on the great lakes. The dining hall is on the saloon deck; the ladies' and gentlemen's cabins and smoking rooms are spacious and convenient and the staterooms roomy and luxurious.

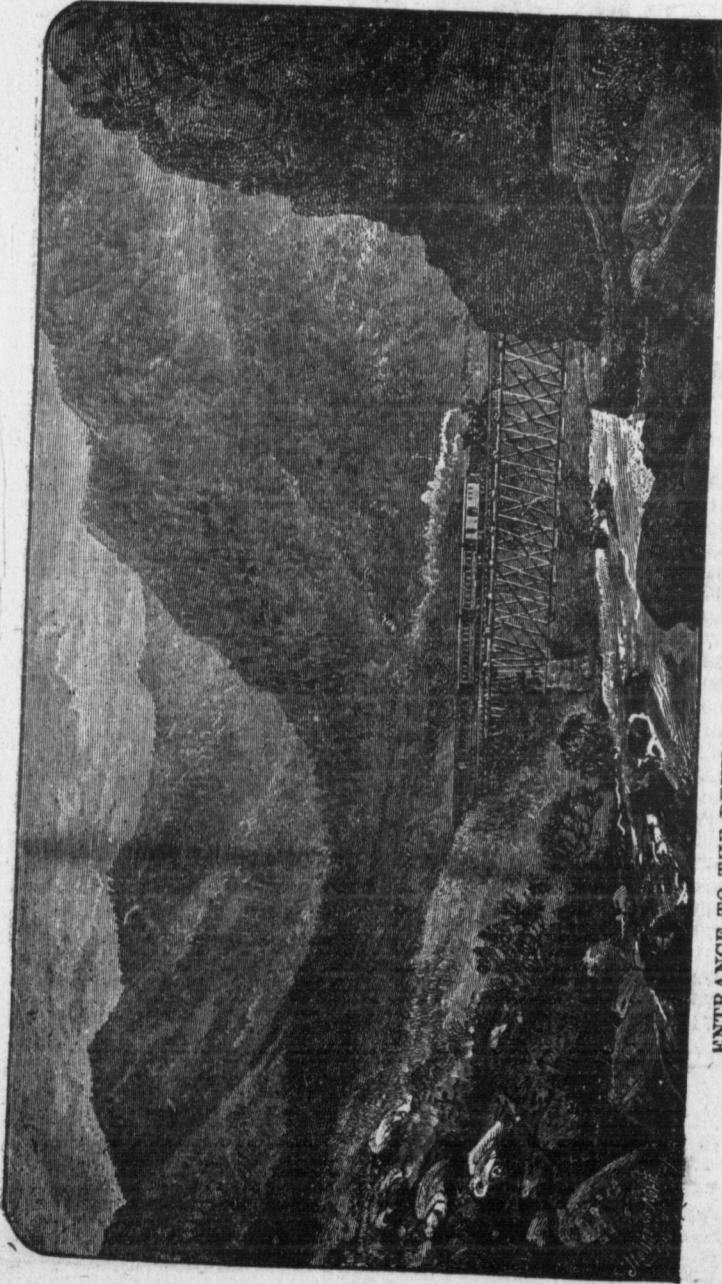
SIGHT SEEING.

L. S. T. Co.'s Steamers alone take in the many sights and towns on Lake Superior, the other Steamers going mid lake between the Sault and destination.

Send for Descriptive Folders and Book of Summer Tours to the subscribing Agent, who will issue through tickets to all points and secure Berths in advance by telegram.

T. P. CARPENTER,
Gen. Pass. Agt., Buffalo. }

JAMES SOUTAR, Agent,
P.O. Drawer 96, Chatham, Ont.



ENTRANCE TO THE DEVIL'S GATE, UTA H-UNION PACIFIC RAILWAY.



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NINTH
MONTH.



30
DAYS.

SEPTEMBER.

MOON'S PHASES.

Full Moon..... 5 d. 5 h. 48 m. M. | New Moon..... 19 d. 4 h. 29 m. A.
Last Quarter..... 12 d. 3 h. 09 m. A. | First Quarter..... 27 d. 5 h. 13 m. M.

DAY OF YEAR.	DAY OF THE MONTH.	DAY OF THE WEEK.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
245	1	Mo	W. Eberts lays Four stone Cent Sch., Chat. 1851	5 23	6 35	1 31
246	2	Tu	The great fire of London commenced..... 1668	5 24	6 34	2 29
247	3	We	Ridgetown High School first opened..... 1883	5 26	6 32	3 30
248	4	Th	Wm. Dolson, Raleigh, (born 1856) died..... 1882	5 27	6 31	4 32
249	5	Fr	Casket Co'y, Ridgetown, is voted \$5000..... 1881	5 28	6 29	Rises
250	6	Sa	Mayflowersld from Eng. with pilgrims for Am. 1620	5 29	6 27	6 59
251	7	S	Daniel Kerr appointed County Clerk..... 1872	5 30	6 26	7 34
252	8	Mo	Golden spike driven, r'd finished on N. Pac. R. 1883	5 31	6 24	8 11
253	9	Tu	Geneva award of \$15,000,000 pd by Brit to U.S. 1873	5 32	6 22	8 52
254	10	We	Pointe Pelee marine battle, Brit. vs. Am. 1813	5 33	6 20	9 38
255	11	Th	Rond Eau News first pub. by Aldrick..... 1873	5 34	6 18	10 30
256	12	Fr	Mt. Cenis tunnel op'd through the Alps..... 1871	5 36	6 16	11 27
257	13	Sa	Str. Queen Victoria, of Chatham, burned.... 1883	5 37	6 14	Morn
258	14	S	Fraser's factory at Wallaceburg burned..... 1881	5 38	6 12	0 29
259	15	Mo	First pass. rail'y, Liverpool & Manchestr, op. 1830	5 39	6 10	1 34
260	16	Tu	First Atlantic telegraph cable laid and open'd. 1858	5 40	6 08	2 40
261	17	We	First Parliam't of Ont. (U.C.) op'd at Niagara. 1792	5 42	6 06	3 45
262	18	Th	Jay Cook & Co., bankers, N. Y., fail 1873	5 43	6 05	4 50
263	19	Fr	Chatham No. 4 Court of Request 1st est'd.... 1829	5 45	6 03	Sets.
264	20	Sa	Gosnell's mills at Duart burned down..... 1870	5 46	6 01	6 39
265	21	S	Snow fell in Kent County..... 1865	5 47	5 59	7 10
266	22	Mo	Battle of Monterey, Mex.—Am. vs. Mex. 1846	5 48	5 57	7 44
267	23	Tu	The great Irish rebellion and massacre..... 1841	5 49	5 55	8 20
268	24	We	The bayonet first introduced into Brit. army. 1693	5 51	5 53	8 59
269	25	Th	Erie & Huron Ry. runs first pass. train..... 1883	5 52	5 51	9 42
270	26	Fr	Sab. Sch. St. Paul's Ch., Chatham, 1st est'd. 1842	5 53	5 49	10 29
271	27	Sa	First railway, Stockton & Darlington, Eng, op. 1825	5 54	5 47	11 20
272	28	S	Rel'fand tak. of Lucknow, India, Gen. Neill kd. 1857	5 55	5 46	Morn
273	29	Mo	Jos. Woods, M.P., addresses his Kent const't's. 1844	5 56	5 44	0 15
274	30	Tu	Can. Atl'c Ry., Ottawa to Coteau Land'g op. 1882	5 57	5 43	1 14

W. H. MORRISH,

ISSUER OF

MARRIAGE LICENSES.

OFFICE—At Bookstore, West side Garner House Block, King Street,
CHATHAM.

CASH AND CREDIT.

Cash, the new and better system, practice it ;
 Credit is the mean old system known as tick,
 Cash will please the seller and the buyer,
 Credit makes the one look shy, the other shyer ;
 Cash is the active, nimble, go ahead,
 Credit is inactive, dreamy, dead ;
 Cash the best of bargains always chooses,
 Credit is glad to get what Cash refuses ;
 Cash is out of debt and out of danger,
 Credit is to happiness a stranger ;
 Cash is adding to our friends a number,
 Credit breaks the friendly ties asunder ;
 Cash is the Sun, bright, clear at noon,
 Credit shines poor, feeble as the Moon ;
 Cash it is that makes the mare to go,
 Credit makes her baulky, weak and slow.

TO THE PUBLIC.

Many of you purchased goods at my store during the last six years and need not be told that my system—the Cash System—is by far the best for seller and buyer. It has enabled me to sell my goods (taking my stock all round) at fully ten per cent. cheaper than if I gave credit, and my customers will naturally get the benefit. Those who deal most with me gain the most. There are other merchants in town who sell some goods as cheap as I do, but none who sell all goods as I do. Those who give credit will make bad debts, and the honest man has to pay for the dishonest.

In view of what is commonly talked of as hard times, I have marked all my goods at

VERY CLOSE PRICES

Having first taken the advantage of every move in the wholesale market to buy cheap.

MY STOCK IS VERY LARGE,

And well bought, and my present prices seem to meet with the approval of the public, who rarely find fault with them. I ask those who have not tried my store already to

GIVE MY GOODS A TRIAL.

All goods are **Marked in Plain Figures**, and no second price made, excepting in goods going out of season.

MY STOCK OF

PRINTS AND PARASOLS

Is, I believe, the largest now in Chatham.

MY DRESS GOODS

Are pronounced choice and very cheap.

MY TWEEDS.

Overalls Stuff and Shirtings are good at Moderate Prices, and my stock of Hosiery is without doubt the largest and cheapest in this town. My store is noted for

Very Cheap Hosiery

And my stock of SMALLWARES cannot be surpassed.

I ask all who value economy to TRY MY STORE. By dealing here they will SAVE FULLY TEN PER CENT.

Thanking those who for the past six years have patronized my store,

I am respectfully,

DOMINION HOUSE,
 Cheap Cash Store, Chatham ;

A. MACFIE.

30
 DAYS.

9 m. A.
 3 m. M.

CHATHAM.

MOON
 SETS.

H. M.
 1 31
 2 29
 3 30
 4 32

Rises
 6 50
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 8 52
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 10 30
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Morn
 0 29
 1 34
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 3 45
 4 50
 Sets.
 6 39
 7 10
 7 44
 8 20
 8 59
 9 42
 10 29
 11 20
 Morn
 0 15
 1 14

NORTH DAKOTA

—THE—

LAND

—OF—

GOLDEN

GRAIN.



—THE—

LAND

—OF—

WHEAT

NO. 1 HARD.

Is the country in which so many Blenheim, Lake Shore, Howard and Zone people have settled and which is now attracting all

CANADIANS

Who are seeking homes in the Great North-West. These fine rolling, well-watered Farm Lands lie on each side of the

NORTHERN PACIFIC RAILWAY,

Along the famous James (Jim) River, in the Mouse River Valley, and in the district adjacent to the Devil's Lake,

Where crops never fail, where alone the famous No. 1 Wheat, Hard, is grown, and Barley, Peas, Oats and Vegetables are raised most abundantly, and where Wheat yields a return of 10 to 12 bushels per acre more than in Southern Dakota, and realizes 10c. per bushel more in the Minneapolis Market.

Healthful climate, no cyclones, milder winter and less snow-fall than points farther east and south. A splendid stock country. Ready markets and ample railway facilities.

Price of Lands, \$3 to \$5 per acre, payable in 6 yearly instalments, which may be paid in Northern Pacific Railway Preferred Stock at par, thus reducing the price, as at present quotations, from \$1.50 to \$2.50 per acre, or cheaper than to pre-empt. Besides, a rebate of \$1 per acre is allowed for all land cultivated within first two years. Interspersed with N. P. Lands,

HOMESTEAD OR FREE LANDS

Are available in thousands of acres to the actual settler who will go in early.

25¢ Cheap Round Trip (or Single) Land Explorers' Tickets, First-class and good for 40 days, to be had at all Coupon Ticket Offices.

25¢ Maps, Pamphlets, and all information regarding Prices, Terms, &c., sent on application to

F. B. CROAT,
Gen. Emigration Agt., St. Paul, Minn.

Or to **CHAS. B. LANBORN,**
Land Commissioner, St. Paul, Minn.

GEORGE DEW, Gen. Trav. Agent, N. P., Toronto.

JAMES SOUTAR, District Agent, Chatham.

The Pillsbury A, the largest mill of the Pillsbury set, to which is accorded the distinction of being the largest flouring-mill in the world, is a noble building, the largest-sized turbines, each driven by a column of water twelve feet in diameter.

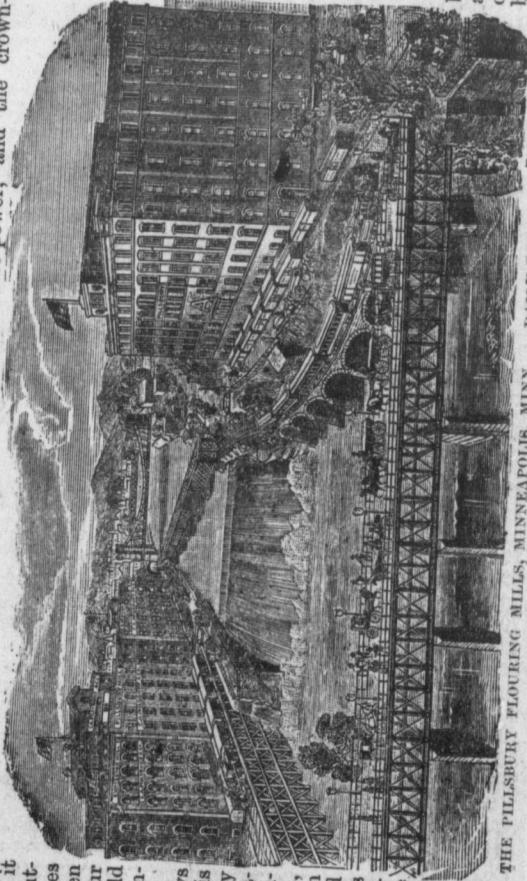
The Pillsbury A, the largest mill of the Pillsbury set, to which is accorded the distinction of being the largest flouring-site on the east side of the Mississippi. The walls are of limestone, of enormous thickness, and they must be to support the heavy machinery. Its capacity is five thousand two hundred barrels of flour and about one hundred and eighty tons of official wheat. This is made from twenty-four thousand bushels of flour and official wheat taken to the mill and taken away, when it is running to its utmost capacity, makes one hundred and ten car loads daily. Four days' product would load an ocean steamer.

The mill employs two hundred men, is illuminated by a forty light electrical machines, has a complete fire-apparatus, more than fifteen miles of belting, and many other things that excite the wonder of visitors. The motive power for the vast bulk of machinery which it contains is supplied by two of

the largest-sized turbines, each driven by a column of water twelve feet in diameter, falling fifty feet. Each turbine is set in a tube made of heavy plates of boiler iron, through which the immense body of water plunges with terrific force. The impact is received at the bottom of the pit on a solid flooring made of intersecting layers of twelve-inch timbers firmly bolted together and embedded into the sandstone with hydraulic cement. The two turbines generate three thousand horse-power, and the crown-wheel and pinion at the top of each weigh 9,000 pounds.

On the grinding floor there are two hundred sets of rolls and twenty pair of mill-stones, and the other five floors are filled with machinery to correspond. The structure cost nearly a million of dollars. It is a great span from the mill used by the Israelites to the Pillsbury mill of to day.

The fine new roller 'Kent Mills' of Campbell, Stephens & Co., at Chatham, have a daily capacity of 400 bbls.—the largest in Western Ontario.



THE PILLSBURY FLOURING MILLS, MINNEAPOLIS, MINN. DAILY CAPACITY, 7,500 BARRELS.

TENTH
MONTH.



31
DAYS.

OCTOBER.

MOON'S PHASES.

Full Moon..... 4 d. 4 h. 53 m. A. New Moon..... 18 d. 7 h. 24 m.
Last Quarter..... 11 d. 9 h. 22 m. M. First Quarter..... 26 d. 11 h. 47 m. A.

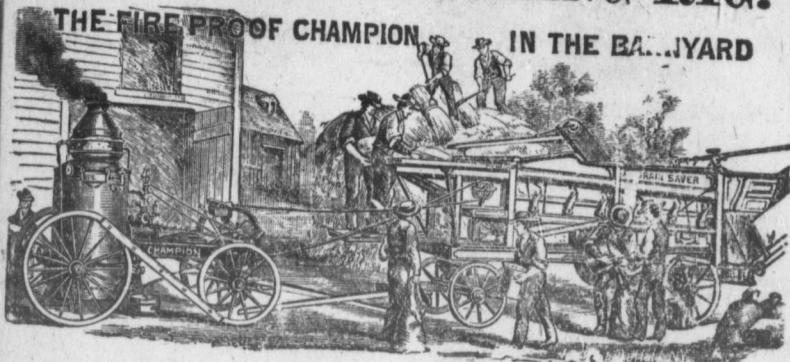
Day of Year	Day of the Month	Day of the Week	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
275	1	We	English army reach Dover (Dolson's) & enc'p 1813	H. M.	H. M.	H. M.
276	2	Th	Brig "Mat. Taylor" launc'd at Antrim (Mor'h) 1845	5 58	5 41	2 15
277	3	Fr	Kent Mills, Chat., Campb's, bur. night 3 & 4..1883	5 59	5 39	3 19
278	4	Sa	Golden wedding Peter Neilson, of Harwich..1883	6 00	5 38	4 25
279	5	S	Plaindealer newspaper first pub., Ridgetown.1876	6 01	5 36	5 34
280	6	Mo	Geo. Jacobs' pioneer ashery, Chatham, burn..1843	6 02	5 35	Rises
281	7	Tu	Jno. Spencer, butc'r, May. Scane's f-in-law, d.1843	6 03	5 33	6 48
282	8	We	Jno. McGarvin's golden wedding, Harwich...1883	6 05	5 31	7 33
283	9	Th	Jas. J. Hinton, Tilbury E., died, aged 102...1874	6 07	5 29	8 25
284	10	Fr	1st overland mail, coast to coast, U. States...1858	6 08	5 27	9 21
285	11	Sa	Grt. fire in Windsor, many blks burned.....1871	6 10	5 25	10 21
286	12	S	Pain Court mills, Dover, burned.....1882	6 11	5 23	11 25
287	13	Mo	Dr. Askin, late Mayor of Chatham, died.....1372	6 12	5 21	Morn
288	14	Tu	Great fire at Quebec, Lower Canada.....1806	6 13	5 19	0 30
289	15	We	British laws introduced into Upper Canada...1792	6 14	5 18	1 36
290	16	Th	British Houses of Parliament burned.....1834	6 15	5 16	2 41
291	17	Fr	First County ploughing match, McCrae's, riv.1844	6 16	5 15	3 44
292	18	Sa	Chatham fire company organized, 1st roll call.1848	6 17	5 14	4 46
293	19	S	Cricket match, married and single, Chatham.1844	6 18	5 13	5 46
294	20	Mo	Great earthquake shock in Canada.....1870	6 20	5 11	Sets.
295	21	Tu	Battle of Trafalgar, Lord Nelson killed.....1805	6 21	5 09	6 18
296	22	We	Lansdowne, Gov. Gen., arrives in Canada....1883	6 23	5 07	6 56
297	23	Th	First block pavement, Chatham, finished...1809	6 24	5 05	7 37
298	24	Fr	Montefore, the em. and lib. Jew, att. 100 yrs.1883	6 25	5 03	8 22
299	25	Sa	Earl of Denbigh and son arr. in Chatham....1882	6 26	5 01	9 11
300	26	S	Battle of Chateauguay. Am. or 1812 war...1813	6 28	5 00	10 04
301	27	Mo	Grand Trunk R'y op'd, Montreal to Toronto..1856	6 30	4 58	11 01
302	28	Tu	Crow's Meth. Church, river, Raleigh, op'd...1806	6 31	4 56	Morn
303	29	We	Fort Erie battle, Brit. & Can. ag. Am.....1813	6 33	4 55	0 00
304	30	Th	D. McColl, of Neb. (1'g of Chat.) cel. 60th wed'g.1883	6 34	4 54	1 01
305	31	Fr	John Tissiman app. Town Clerk, Chatham....1869	6 35	4 53	2 04
				6 39	4 52	3 10

H. G. GIRDLESTONE,

COAL MERCHANT, Chatham.

All kinds of HARD COAL, also, GRATE & BLACKSMITH'S COAL, LAND PLASTER and CEMENTS. Car Lots supplied to Village consumers at Chatham prices—delivered.

THE BOSS THRESHING RIG.



Sold only by **ROBERT SOUTAR, Chatham.**

THE GRAIN SAVER AND CHAMPION ENGINE OUTFIT is greatly improved for 1884. Call and examine Sample Machines at my shop before buying. Agent for the best Reapers and Mowers, Horse Rakes, etc., etc.

J. F. HARPER,

PAINTER AND DECORATOR.

SPECIAL ATTENTION GIVEN TO

Sign Painting, Graining and Frescoing, Imitation of Wood and Marble.

KING ST., - CHATHAM, ONT.

— NAPOLEON TETRAULT. —

ALWAYS ON HAND,

THE LATEST STYLE OF AMERICAN AND CANADIAN HATS,

To the Public of Chatham & Vicinity

I have again the golden opportunity of offering you

Boots & Shoes

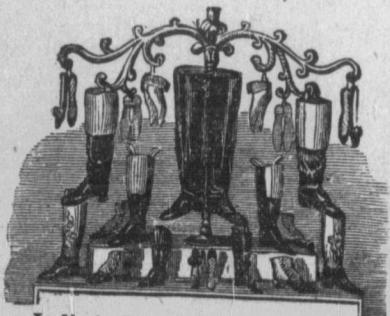
HATS AND CAPS

In all the Latest Styles. My Stock is now complete in every line. Having been bought for cash and selected with care from the best Canadian and American manufacturers

I can and will sell Cheap and Durable Goods.

Remember the old Stand, opposite the Grand Opera, King Street, Chatham.

N. TETRAULT



Ladies' Fine American Shoes
A Specialty,

31
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m. A.

HATHAM.

MOON
SETS.

H. M.

2 15

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WESTERN NEBRASKA LAND AGENCY,

PLUM CREEK, - - - NEBRASKA

E. D. JOHNSON & CO.

The finest and only available good lands in the famous Platte Valley lie in this vicinity. Canadian settlers are numerous, particularly from Elgin, Kent and Huron Counties, and several of the leading citizens of Plum Creek are from Chatham. Some choice homestead lands still remain, and we have for sale at liberal terms choice tracts of wild lands and numbers of improved farms. A specialty is made of Ranches, of which we have a lot to offer with capacities for from 200 to 10,000 head of stock. Full particulars as to locations, price and terms will be given on application to us at Plum Creek; and James Soutar, Land and Railway Agent at Chatham, Ont., will furnish descriptive printed matter, &c., and quote rates of freight and fares. NOTE.—Capt. S. M. Smith, late of Chatham, is in our employ to show Canadian visitors our lands free of charge.

OFFICE—"Johnson House," opp. Ry. Depot, Plum Creek, Neb.

1884. = SLATER'S = 1884.

NEW

BOOK, STATIONERY & FANCY GOODS

DEPOT.

Headquarters for School Books and School Supplies.

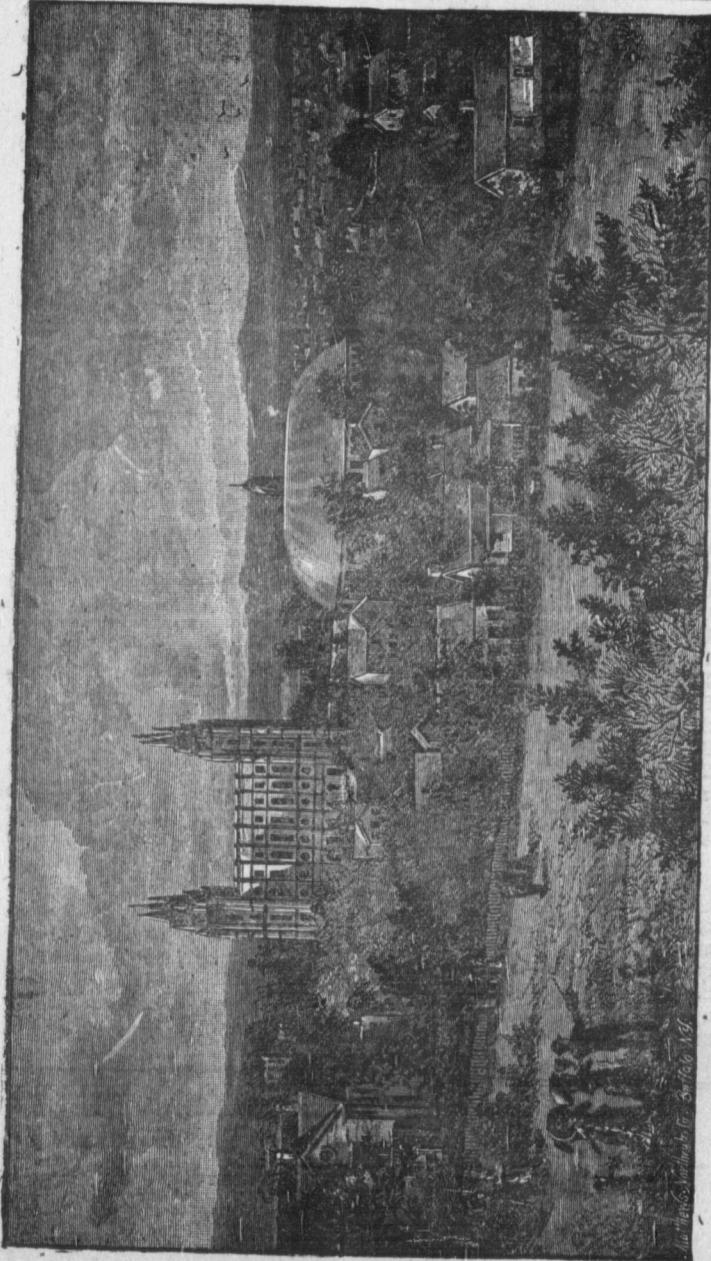
WALL PAPERS,

NEW DESIGNS, Very Cheap & TRIMMED FREE.

A Call is Solicited, and you will be convinced that what he advertises is correct.

W. J. SLATER,

GARNER HOUSE BLOCK, CHATHAM, ONT



Salt Lake City—Mormon Tabernacle and Temple.

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Eleventh
MONTH.



30
DAYS.

NOVEMBER.

MOON'S PHASES.

Full Moon..... 3 d. 3 h. 29 m. M. New Moon..... 17 d. 1 h. 04 m. A.
Last Quarter..... 9 d. 6 h. 05 m. A. First Quarter..... 25 d. 5 h. 08 m. A.

Day of Year.	Day of the Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
306	1	Sa	Date of the survey of Chatham Town plat....1795	H. M.	H. M.	H. M.
307	2	S	Rebellion Lower Canada commenced.....1838	6 37	4 50	4 19
308	3	Mo	J. G. Pennefather app. collec'r Chat. customs.1862	6 38	4 49	5 30
309	4	Tu	Belinda and the Rivals—a Thames river novel.1843	6 39	4 48	Rises
310	5	We	Western Sentinel newspaper first issued.....1847	6 40	4 47	6 14
311	6	Th	Great riots in Montreal—rebellion times.....1837	6 42	4 46	7 10
312	7	Fr	Mackenzie Gov't formed after Pac. scandal...1873	6 43	4 45	8 11
313	8	Sa	Slidell & Mason taken from British steamer..1861	6 44	4 44	9 16
314	9	S	Fire Wardens first appointed in Chatham....1847	6 45	4 42	10 23
315	10	Mo	French Cathedral at Montreal burnt.....1819	6 47	4 41	11 29
316	11	Tu	Donald Coutts, Tilbury, died (62).....1870	6 48	4 40	Morn
317	12	We	Finlay Oswald, Tilbury East, died (87).....1881	6 49	4 39	0 34
318	13	Th	T. A. Ireland, Dep. Clk. Crown, Chat., d (53).1870	6 51	4 38	1 37
319	14	Fr	Bruce discovers the source of the Nile.....1870	6 52	4 37	2 39
320	15	Sa	Robt. Drury, Harwich, aged 72, died.....1845	6 54	4 36	3 39
321	16	S	Boston tea party—taxed tea thrown into sea.1773	6 55	4 35	4 38
322	17	Mo	Bank of England founded.....1698	6 56	4 34	5 36
323	18	Tu	Sanford Fleming's stand'd time goes into force.1883	6 57	4 33	6 32
324	19	We	Am. Independance fin'y settl'd—Jay Treaty..1794	6 58	4 32	Sets.
325	20	Th	Tobacco first discov'd—smokers, note it.....1492	7 00	4 31	6 18
326	21	Fr	First balloon jour. made—Rosia & Arlandes..1783	7 01	4 30	7 06
327	22	Sa	Fishery award of \$6,000,000 given Canada...1877	7 02	4 29	7 57
328	23	S	Dan'l Forsyth, pop. resident of Chat., died...1880	7 03	4 29	8 51
329	24	Mo	France made into an Empire.....1852	7 05	4 28	9 48
330	25	Tu	English army evacuate New York.....1783	7 06	4 28	10 47
331	26	We	Capitulation of Kars by Gen. Williams.....1855	7 07	4 27	11 48
332	27	Th	Stereotyping first invented.....1715	7 08	4 27	Morn
333	28	Fr	James Reid, river, Harwich, died, aged 44...1880	7 10	4 26	0 51
334	29	Sa	Rond Eau Harbor closed, 437 vessels called..1880	7 11	4 26	1 57
335	30	S	Military Hosp'tal, (1838 times) Chat., burn'd..1872	7 12	4 25	3 05
				7 13	4 25	4 16

ERIE MILLS, Full Roller Process, KENT MILLS,

ST. THOMAS.

(650 Bbls. per Day.)

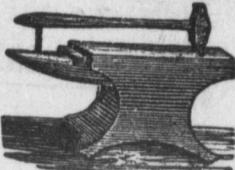
CHATHAM.

CAMPBELL, STEVENS & CO.,

MILLERS AND GENERAL GRAIN DEALERS,

CHATHAM, ONTARIO.

IRON FENCING.

FOR CHURCHES  CEMETERY
 — AND —
 RESIDENCES. A SPECIALTY.

HANDSOME PATTERNS! SUBSTANTIAL WORK! LOWEST PRICES!
 Reference to Largest and Finest Jobs put up in the County
 given. Call and see Patterns and get Prices.

BLACKSMITHING

Of every description. Machine Forging, Bridge Work, and Contract Work
 generally. Maker of Iron Harrows, Scrapers, &c.

Farm Machinery Repaired and Altered.

ROBT. RIDDELL,

Long Foreman of the Hyslop & Ronald
 Machine Works.

WILLIAM ST., CHATHAM.

The OLD SEED STORE

ROBT. SOUTAR

CHATHAM,

Dealer in Field, Garden & Flower

SEEDS,

Seed Grain, Grasses, &c.

Imported Wheat, Peas, and Choice Samples of Local Grown
 Grain of all kinds always on hand.

As I am now devoting most of my time to the Seed business and keep
 only RELIABLE Seeds in stock, and being the oldest and most experienced dealer in
 Chatham, buyers may rely upon getting the best Seeds at the lowest value.

My Garden and Field Seeds are from JOHN A. BRUCE & CO., Hamilton.

The Highest Price given for Clover Seed in any quantity.

30
 DAYS.

4 m. A.
 8 m. A.

CHATHAM.

MOON
 SETS.

H. M.

4 19

5 30

Rises

6 14

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Sets.

6 18

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8 51

9 48

10 47

11 48

Morn

0 51

1 57

3 05

4 16

LS,

RS,

WELL MADE CLOTHES.



WILLIAM HOIG & SON,

MERCHANT TAILORS,

CHATHAM, IS THE PLACE TO GET

Nobby, Stylish, Well Made, Well Fitting

SUITS OF CLOTHES

OF THE BEST VALUE FOR THE LEAST MONEY.

Have on hand at all times a Full, Seasonable, and Choice Assortment of TWEEDS, BROADCLOTHS, OVERCOATINGS, &c., at the Lowest Cash Prices.

Try Them! A Visit will Repay You! They will Suit You!

REMOVED to the New and Enlarged Premises a few Doors West of the Royal Exchange.

FURNITURE!

DRAWING-ROOM

PARLOR,

Bedroom.



HALL

AND

LIBRARY

SUITES.

UPHOLSTERING AND CABINETING

MADE A SPECIALTY.

H. HUME SCOTT

NEAR RANKIN HOUSE, CHATHAM.

ES.

RS,

itting

ONEY.

Assort-
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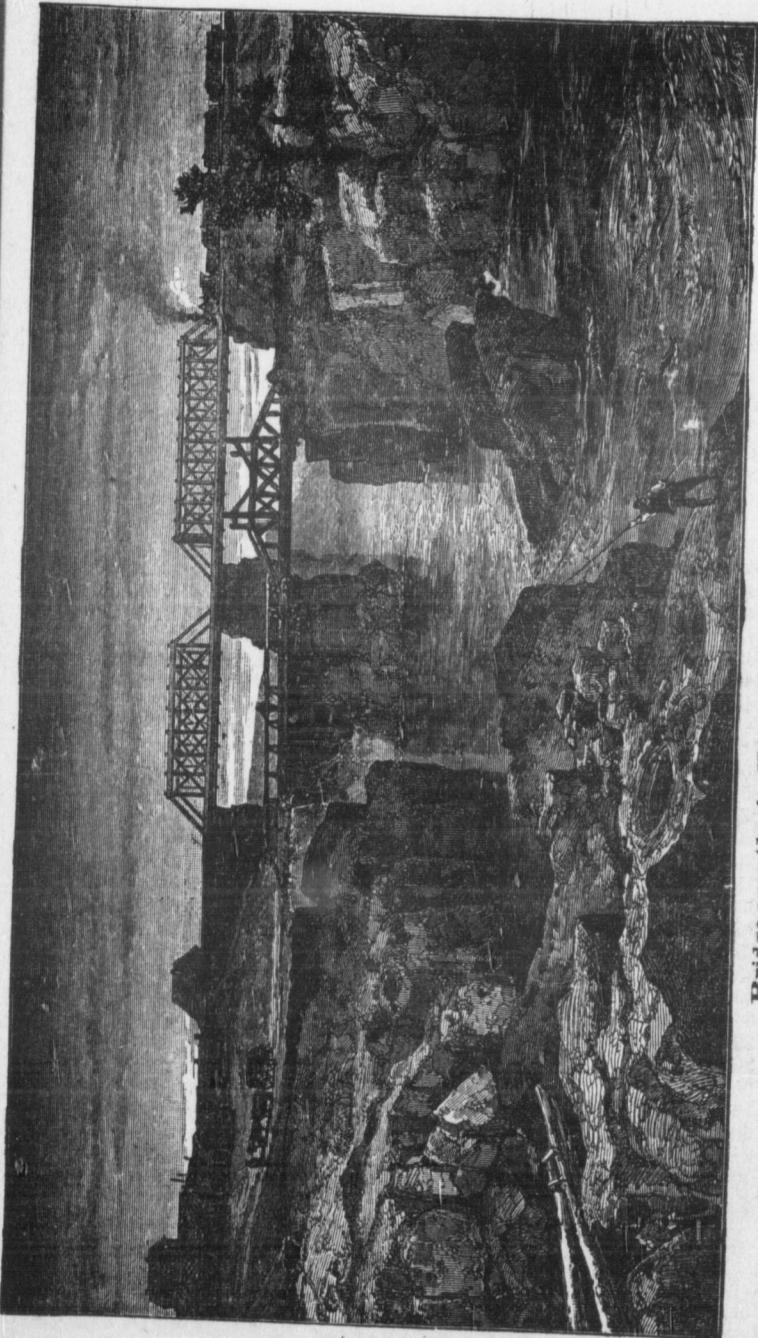


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Bridge over Snake River, on Utah Northern Railway.

Twelfth
MONTH.



31
DAYS.

DECEMBER.

MOON'S PHASES.

Full Moon..... 2 d. 1 h. 52 m. A. New Moon..... 17 d. 8 h. 17 m. M.
Last Quarter..... 9 d. 6 h. 23 m. M. First Quarter..... 25 d. 8 h. 14 m. M.

Day of Year.	Day of the Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON SETS.
336	1	Mo	Cyrus Merriam, oldest Chat. citizen, died (72)1883	H. M.	H. M.	H. M.
337	2	Tu	John Brown, of Chatham notoriety, hung... 1859	7 14	4 25	5 28
338	3	We	Hamilton and Toronto R'y opened for traffic.1855	7 15	4 24	Rises
339	4	Th	Late Ed. Larwill app. Registrar Kent.....1858	7 16	4 24	.5 50
340	5	Fr	John Wright, of Essex, killed by cars.....1875	7 17	4 24	6 56
341	6	Sa	Sup. Burrows'ros's Cant. Bdg., Nia., with eng.1883	7 18	4 24	8 06
342	7	S	Rond Eau first made port of entry.....1844	7 19	4 24	9 16
343	8	Mo	Wallaceburg Baptist Tower Church opened..1872	7 20	4 24	10 24
344	9	Tu	English Cathedral at Montreal burned.....1856	7 21	4 24	11 29
345	10	We	Jas. Reeve, oldest merch't, Chat., open'd out..1848	7 22	4 23	Morn
346	11	Th	Sam'l Poole, early residenter, Chatham, died.1855	7 23	4 23	0 32
347	12	Fr	Chatham wagon works commenced running..1882	7 24	4 23	1 33
348	13	Sa	New Zealand first discovered.....1642	7 25	4 23	2 33
349	14	S	Dr. Cross, late Mayor of Chat., lec. on temp'ce.1841	7 26	4 24	3 31
350	15	Mo	40 men, 3 Am. officers cap. by Brit. at McCrae's.1813	7 27	4 24	4 27
351	16	Tu	Alex. Charteris app. County Treasurer.....1857	7 28	4 25	5 22
352	17	We	First train passed over Vic. Bdg., Montreal..1859	7 29	4 25	6 16
353	18	Th	Robt. Aldis, father of Salem, Chatham, died. 1844	7 29	4 25	Sets.
354	19	Fr	Fort Niagara taken by the British, war of... 1813	7 30	4 26	5 52
355	20	Sa	Napoleon the 1st proclaimed Pres. of Repub..1848	7 30	4 26	6 45
356	21	S	Electoral Ridings instituted in Kent.....1874	7 31	4 27	7 41
357	22	Mo	Windsor branch Canada Southern opened...1882	7 31	4 27	8 39
358	23	Tu	Lambton Village made outport of Wallaceb'g.1870	7 32	4 28	9 39
359	24	We	End of French war—Treaty of Ghent signed..1814	7 32	4 28	10 40
360	25	Th	Donald McPherson, Raleigh, died (72).. 1832	7 33	4 29	11 42
361	26	Fr	Dugald Crawford, Dover, died.....1882	7 33	4 30	Morn
362	27	Sa	Belgian acquired her independence.....1830	7 33	4 31	0 46
363	28	S	Great Tay Bridge disaster, Scotland.....1879	7 33	4 31	1 53
364	29	Mo	Coldest day for 17 years, 5° to 6° below zero..1880	7 34	4 32	3 03
365	30	Tu	Society of Jesuits first formed.....1635	7 34	4 32	4 13
366	31	We	Americans repulsed at Quebec—Am. war....1775	7 34	4 33	5 29
				7 34	4 34	6 27

GRAND CENTRAL HOTEL,

OPP. GRAND OPERA HOUSE, - KING STREET, CHATHAM.

This new and elegantly furnished Hotel is now open to the public.
FIRST-CLASS BAR supplied with choice Wines, Liquors, Ales and imported Cigars.

R. M. NORTHWOOD, Prop.

Com

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SCHUTTE & GOEHRING

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Engine
and Pa



THE PLACE FOR BARGAINS.
W. J. PHILLIPS
—DEALER IN—
Shelf and Heavy Hardware,

Nails, Glass, Putty, Oils, Paints, Farm Tools,
&c.; Painters', Builders' and Blacksmiths'
Supplies—Lowest Prices.

Come and See my Goods and Prices Before You Buy
Elsewhere.

SOUTH WALLACEBURG.

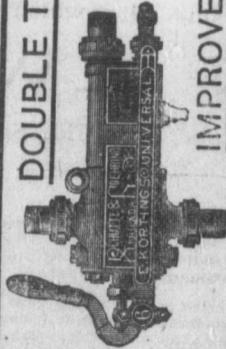
DAVID PARK & SONS,

—Sole Agents for Kent, Essex and Lambton, for—

SCHUTTE & GOEHRING
SOLE MANUFACTURERS
PHILADELPHIA AND TORONTO,

"KORTING"

DOUBLE TUBE



**IMPROVED
INJECTOR**

OPERATED BY
ONE HANDLE

NO ADJUSTMENT REQUIRED

Works with high or low pressure Steam,
hot or cold water. Water under pressure or
vacuum. Will lift twenty feet. Positive action
under all conditions. Universally known as
the most perfect and reliable Boiler Feeder

CHATHAM ENGINE WORKS

—MANUFACTURERS OF—

ENGINES AND BOILERS,

Saw Mill Machinery, Stave Machinery, Hoop and Heading
Machinery, Shafting, Pulleys, Iron and Brass Castings.

Dealers in Iron, Pipe and Fittings, Circular Saws,
Engineers' Brass Goods, Babbit Metal, Rubber Belting, Hose
and Packing.

WRITE FOR PRICES.

FREE HOMES.

THE FERTILE BELT COLONIZATION COMPANY

—OWN IN THE—

FAMOUS QU'APPELLE VALLEY

122,000—ACRES—122,000

(SIX TOWNSHIPS) OF THE

FINEST FARM LANDS

In the Great Northwest, One-half of which are absolutely

GIVEN AWAY

To the Actual and Bona Fide Settler.

These Lands lie next the Canada Pacific Railway, and are the nearest of all Colonization Lands to Winnipeg and railways. Several of the largest of these already settled colonies lie north of the F. B. C. Co., and to reach which settlers must pass over our lands. The S. & R. M. Ry. will run through three of our Townships, and the M. & N. W. Ry., now graded to Minnedosa is following the Battleford trail, which runs through our lands also.

THE CLIMATE is better and the Spring three weeks earlier and the Fall three weeks later than at Winnipeg. Seeding on the Great Qu'Appelle Farm near by, which has 9,000 acres under crop, commenced several weeks earlier than points far eastward. The yield of crops there is: Wheat, 30 to 40 bushels; Oats, 60 to 100 bushels; Potatoes, 300 to 400; Turnips, 600 to 800; Onions, 400 to 800 bushels. Indeed, the Qu'Appelle is a continuation of the celebrated Dakota, Mouse and Souris Valley, which produces the famous No. 1 Wheat, Hard.

AT ROUND LAKE CITY

A town is being laid out and a large farm opened up by the Company. Intending settlers, in order to secure the adjoining Free Lands, should apply early, for the early worm catches the worm. Many settlers now located.

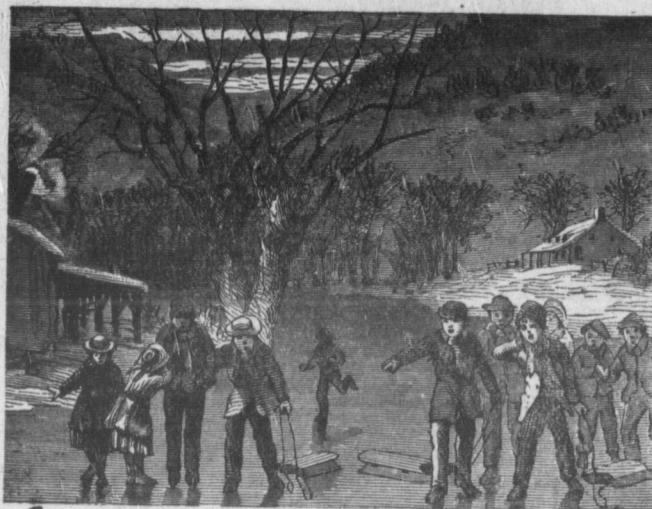
Arrangements have been made with the **Great Rock Island Albert Lea Railway** for the convenient conveyance of settlers and their families to Broadview, on the Canada Pacific Railway, where they will be met by an agent of the company and driven to the lands. Accommodation at Round Lake City for all.

Ask for Rates of Fare and Freight at nearest Railway Station Agents, and for Excursion Parties, Lands, &c., to **JAMES SOUTAR**, Land and Railway Agent, Chatham, or to

JOHN NORTHWOOD,

Manager F. B. C. Co., Chatham.

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"AN AIR HOLE AHEAD."

WINTER—JACK FROST'S ARRIVAL.

'Tis winter's deepest heart. The invading frost
 Has breathed his chilliest breath o'er rippling lakes,
 And changed their laughing looks to glassy stare,
 Their dimpling faces into mirrors bright
 And keen, o'er which do glide, like phantom forms,
 The graceful skaters on their polished steel.

FROST WORK—FAIRIES WORK?

No fairies left? You need not tell me so,
 For in the night upon my window pane
 Grew wondrous things that make me surely know
 The fairies are at their old tricks again.

Stand where the light strikes thro' the frosted
 glass,
 And see Aladdin's palace rear its towers;
 Look at the seed-tufts on that bunch of grass,
 The humming-bird above those lily flowers!

What but a fairy pencil could design
 These feathered fronds of dainty maiden-hair?
 With every leaf so delicately fine
 You almost see it tremble on the air!

Some nimble-fingered spirit of the ice
 Has wrought his frolic will here, that is plain;
 And while I study out each quaint device,
 A wistful fancy gathers in my brain.

O, wonder-working spirit! if I could
 But learn of you the secret of the snow—
 How frost is given by the breath of God,
 And where the hidden watercourses flow,—

And where begotten is the dew that strings
 Her lovely pearls upon the meanest weed,—
 And what sweet animating influence brings
 The blossom splendid from the trivial seed.

Could I but ride the south wind and the north;
 And fathom all the mysteries they hold,
 See how the lightning, leaping wildly forth,
 And how the turbulent thunder is controlled—

I would no more be fretted by the greed
 And selfishness of men, their puny spite,
 Nor any worldly loss or cross indeed,
 My lifted soul could evermore affright.

And wherefore now? The laughing fairy seems
 To mock at me the spangled window through;
 And I laugh also, waking from my dreams
 To take up daily loss and cross anew.

But with a sense of things divinely planned,
 That makes me sure I need not fear disdain,
 From One who holds the thunder in his hand,
 Yet stops to trace the frost-work on the pane.

FIRST
MONTH.



31
DAYS.

JANUARY.

MOON'S PHASES.

Full Moon.....	1 d.	1 h.	40 m.	M.	New Moon.....	16 d.	3 h.	29 m.	A.
Last Quarter.....	8 d.	4 h.	29 m.	A.	First Quarter.....	23 d.	3 h.	46 m.	A.
					Full Moon.....	30 d.	3 h.	21 m.	A.

Day of Year	Day of the Month	Day of the Week	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON RISES.
1	1	Th	Slavery abolished in the United States..... 1863	7 35	4 33	5 30
2	2	Fr	Humber railway accident, 30 or so killed.... 1884	7 35	4 34	6 35
3	3	Sa	32nd Brit. Line Regim't quartered at Chat... 1839	7 35	4 35	7 41
4	4	S	John Knister, of Ruscom, Essex, burned.... 1881	7 35	4 36	8 54
5	5	Mo	38 men of 83d Regiment quartered at Chat... 1842	7 35	4 37	9 46
6	6	Tu	Jno. Monck & wife of Chat., pois'n'd themself's. 1883	7 34	4 38	10 45
7	7	We	Alex. Stephenson, Tilbury, died (68)..... 1874	7 34	4 40	11 45
8	8	Th	Comp. of colored troops stationed at Chat... 1843	7 34	4 41	Morn
9	9	Fr	R. S. Wood, Chat., duels W. D. Baby, Sand... 1845	7 34	4 42	0 42
10	10	Sa	Milwaukee fire horror—hotel burned..... 1883	7 33	4 43	1 39
11	11	S	First Crown Att'y for Co., Geo. Duck, app... 1851	7 33	4 44	2 37
12	12	Mo	Capt. J. W. Taylor, Chat., mar. Mat. Kelley... 1843	7 33	4 45	3 33
13	13	Tu	The London Times newspaper established.... 1785	7 32	4 46	4 28
14	14	We	Mill of Chatham wagon works burn'd, \$12,000. 1884	7 31	4 47	5 20
15	15	Th	Chas. Shaw's brick build'g, Merpeth, burn'd. 1883	7 30	4 49	6 10
16	16	Fr	First meeting of council, Chatham, as a town. 1855	7 30	4 50	Sets.
17	17	Sa	A. Unsworth, Howard fam'y, W. Dis. gaoler, d. 1842	7 30	4 51	6 12
18	18	S	Wallaceburg incorporated—Council 1st meets. 1875	7 29	4 52	7 19
19	19	Mo	Institution Lands at Dresden sold by auct'n. 1871	7 29	4 53	8 27
20	20	Tu	Commons first represented in Eng. Parliam't. 1265	7 28	4 54	9 36
21	21	We	Nathan Cornwall, an ex-M.P., Kent, died.... 1849	7 28	4 56	10 45
22	22	Th	Jesse Vogler, Mor. Miss., b'n N.C. 1806, died. 1865	7 27	4 57	11 56
23	23	Fr	Famous St. Louis castle at Quebec burned... 1834	7 26	4 58	Morn
24	24	Sa	Com. Alex. Grant, Leg. Coun'c'r, W. Dis., d... 1849	7 26	4 59	1 06
25	25	S	Wm. Thompson, W. Dis. Coun. for Kent, d... 1849	7 25	5 01	2 14
26	26	Mo	Rich. Dobbyn, Euphemia, sett'r of 1826, d. (93) 1883	7 23	5 03	3 20
27	27	Tu	Duart Angl'n Ch. St. Pauls op. by Dean of Hu'n. 1884	7 22	5 04	4 22
28	28	We	Arthur Jones, surveyor, Chat., died (35)..... 1872	7 21	5 05	5 16
29	29	Th	Capitulation of Paris to the Germans..... 1871	7 20	5 07	6 04
30	30	Fr	P. O. and Smart's bank, Kingsville, robbed... 1883	7 19	5 09	6 47
31	31	Sa	Great Eastern steamship launched..... 1858	7 18	5 10	7 24

RICHARD H. MONCK,

—GENERAL AGENT FOR—

ONTARIO MUTUAL LIFE ASSURANCE CO.

And Citizens' Accident Insurance Co.

CHATHAM,

ONTARIO.

SANTA CLAUS' RIDE.

 WAS Christmas eve ; o'er the pulseless world
 Dame night her mantle of darkness unfurled,
 While the twinkling stars, with their magic light,
 Looked calmly down on the quiet night.
 The frost gleamed bright on each leafless tree ;
 The night wind chanted its melody ;
 The snow's white folds o'er earth were spread
 Where the flowers and grass lay withered and dead ;
 And Luna fair with her silver light,
 The queen of the star lit, silent night,
 With face as bright as a fairy dream,
 Shone full on mountain, vale and stream.
 Within their home each happy child
 Was dreaming, with heart from care beguiled ;
 A bright smile o'er their faces did play
 As they thought of the coming Christmas day,
 While many the stockings for young and old,
 To hold their burden of wealth untold,
 Were hanging from every nook and chair,
 For they knew good Santa Claus would be there.

* * * * *

Now, far from the west, in his annual round,
 Santa Claus speeds o'er the frosted ground :
 The tinkling sound of his merry bell
 Wakes echoes on mountain, in woodland and dell ;
 He stops at each house where in sleep childhood is bound,
 Straight down through the chimney, with scarcely a sound,
 He goes in a twinkling—with candy and toy,
 The stockings to fill for each good girl and boy.
 With low merry laugh and whispered good night,
 He is up and away like a flash of the light,
 And out in the night he is speeding again,
 To gladden the hearts of the children of men.

* * * * *

But lo ! sad misfortune, with cold, cheerless hand,
 Has reached Santa Claus in the far western land ;
 His reindeers are crippled and weak and foot-sore,
 At midnight they pause on the Missouri's shore.
 "Oh ! what shall I do ?" the good man now cried,
 "The way it is long and the waters are wide,
 And my weary reindeers no farther can go
 On my circuit of miles o'er the white crusted snow.
 Oh ! could I but reach ere the dawning of day
 That great famous city, so far, far away,
 The children in east-land far distant to-night,
 Might yet happy be at the dawning of light.
 But wait, there's a railroad I've heard much about
 That runs to that city—The Rock Island Route ;
 And oft have I heard of the wonderful time
 Their great Silver Engine has made on this line.
 Now, would they but give me that engine to-night,
 To reach Chicago, before the morn's light,
 One half of my kingdom I'd give glad and free,
 To the world-famous road, C-R-I and P."
 Away to the station impatient he goes
 And telegraphs quickly his troubles and woes ;

29 m. A.
 46 m. A.
 21 m. A.

OF CHATHAM.

MOON RISES.

H. M.

33 5 30

34 6 35

35 7 41

36 8 54

37 9 46

38 10 45

39 11 45

Morn

0 42

1 39

2 37

3 33

4 28

5 20

6 10

Sets.

6 12

7 19

8 27

9 36

10 45

11 56

Morn

1 06

2 14

3 20

4 22

5 16

6 04

6 47

7 24

Co.

CO.

"If you with an engine, strong, trusty and tried,
And engineer skillful and brave for a guide,
Will take me this night to Chicago away,
And land me ere dawn of the next Christmas day,
Then I with all people my kingdom throughout,
Will honor the name of the Rock Island Route."

Soon over the wire, in the clear midnight hour,
Comes answer as noiseless as dew on the flower,
"With our Silver Engine, one hundred and nine,
The pride of the nation and boast of our line,
We'll land you in safety, ere dawn of the day,
In Chicago, just five hundred long miles away.
'Tis a feat that no man ere attempted to do,
But we'll give you an engineer worthy and true;
And if Johnnie Hill, with the hundred and nine,
Cannot take you the distance in that length of time,
There's not man or engine this great land throughout
That can do what you ask of The Rock Island Route."

As light summer clouds fly before the fierce blast,
The woodland, the hills and the valleys fly past,
"The deep tangled wild wood," the home on the plain
Are lost to the view in the flight of the train.
The bridges—the prairies—it darts quickly o'er,
Now hid in the forest, now skimming the shore,
It speeds madly on, and is lost to the sight,
As it flies o'er the rail in the dark silent night.
Now hark! hear the rumble, the long sullen roar
Like waves of the ocean that beat on the shore,
It dashes through towns, where people in fright,
Rush forth from their homes in the dead hour of night
To talk and to wonder; but wonder in vain,
At the cause of the runaway passenger train.
Yet on, through the dim and now quiet street,
With roar like the tramp of a half million feet,
It speeds, until just as the clock tolls out five
Within the great depot on time it arrives."

Soon sleigh with presents loaded, the reindeers from the train,
Stand waiting, now impatient to speed o'er land again.
Santa Claus he gives a whistle, then they swiftly dash away,
The night winds 'round re-echoing the words they hear him say:
"Oh! 'Great Rock Island Railroad,' may power be ever thine,
And safety, joy and comfort be where ere thy headlights shine;
Peace be on earth, good will to men, and to earth's children dear,
A merry, merry Christmas, a joyous, glad New Year."

'Twas Christmas Day: the merry bells rang out in early morn,
Proclaiming joy unto the world, another Christmas born.
The sun sank slowly in the west, in tints of brightest gold,
The air was filled with childish laugh, as Christmas tales were told;
And all the day, round firesides bright, from river to the lake,
Was told the story of the ride that Santa Claus did take.

✍ If our young readers will write to JAMES SOUTAR, the Rock Island Agent at Chatham, he will send them] Maps and Printed Matter descriptive of the route which Santa Claus took on his memorable ride.



SANTA CLAUS.

YOU-
send
oute

SECOND MONTH.



28 DAYS.

FEBRUARY.

MOON'S PHASES.

Last Quarter ... 7 d. 2 h. 32 m. A. | First Quarter..... 21 d. 11 h. 40 m. A.
 Full Moon..... 15 d. 5 h. 05 m. M. | New Moon..... 28 d. 2 h. 30 m. M.

Day of Year	Day of the Month	Day of the Week	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON RISES.
32	1	S	First coll. customs Rond Eau, T. Crowyn, ap.1845	H. M.	H. M.	H. M.
33	2	Mo	Amherstburg "Courier" 1st est'd, J.A. Reeve.1849	7 17	5 11	7 29
34	3	Tu	Tribune newspa'r, Chat., pur. by Anderson..1883	7 16	5 12	8 31
35	4	We	English telegraphs transferred to Gov't...1872	7 15	5 13	9 30
36	5	Th	Jno. Adam, Chat., fann'g mill mkr., died (65)1894	7 14	5 14	10 29
37	6	Fr	Thos. Askew, of Tilbury, died, aged 80.....1871	7 13	5 15	11 27
38	7	Sa	Temperance Society 1st organ'd in Chatham..1840	7 11	5 17	Morn
39	8	S	Ed. Holland, long P.M., Sandwich, died (6th)1843	7 10	5 19	0 25
40	9	Mo	Canada ceded to Gt. Britain by France.....1763	7 09	5 20	1 20
41	10	Tu	Queen Victoria married.....1840	7 08	5 21	2 16
42	11	We	Earthquake at Dresden—cause election gas...1883	7 06	5 23	3 09
43	12	Th	Wild cat 3 ft. 3 in. kd. at Patterson's Dov. Line.1883	7 05	5 24	3 59
44	13	Fr	Meth. Epis. Church, Highgate, opened.....1870	7 03	5 25	4 47
45	14	Sa	Banker Marx' charity concert, Chatham.....1881	7 01	5 27	5 30
46	15	S	National debt of England commenced.....1500	7 00	5 28	Sets.
47	16	Mo	Dr. Kane, great Arctic explorer, died..1857	6 59	5 29	6 10
48	17	Tu	Rankin House 'bus horses killed by G.T.R...1881	6 57	5 31	7 21
49	18	We	Hez. Prince, col'd slave & pion., Bux., d. (96)1881	6 56	5 32	8 33
50	19	Th	Hon. Jas. Baby, first W. Dist. rep., died....1833	6 54	5 34	9 45
51	20	Fr	Tythes in U. C. (Ontario) abolished.....1823	6 53	5 35	10 55
52	21	Sa	Moody's new mills, Ridget'n, com. running..1881	6 52	5 36	Morn
53	22	S	Last attempt at invasion of England.....1797	6 50	5 38	0 05
54	23	Mo	Sources of the Nile first discovered.....1863	6 49	5 39	1 13
55	24	Tu	Great Revolution of Paris, France.....1848	6 47	5 40	2 14
56	25	We	United States Bank chartered.....1791	6 45	5 41	3 11
57	26	Th	Treaty of Peace signed at Versailles.....1871	6 43	5 43	4 01
58	27	Fr	Panama railway, last rail laid on Saturday...1855	6 42	5 45	4 44
59	28	Sa	\$30,000,000 loan granted C. Pac. Ry.....1884	6 40	5 46	5 22
				6 39	5 48	5 56

WOOLEN MILLS.

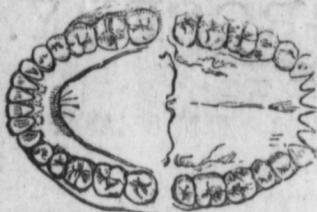
T.H. TAYLOR & CO.
 Woolen Goods, Custom Carding,
 etc., etc.

BEAVER FLOUR MILLS.

ROLLER PROCESS.
 TAYLOR, SCOTT & CO.
 The best Grades of Flour, Feed, &c.

CHATHAM, ONTARIO.

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I. L. NICHOLLS,

DENTIST.

OPPOSITE GARNER HOUSE

CHATHAM.



No extraction ; little pain—By the use of

MY TOOTH CROWN BRIDGE.

Spaces from which Teeth have been extracted, are filled with artificial substitutes, taking no more room in the mouth than the natural teeth, and without any plate.

VITALIZED AIR FOR THE PAINLESS EXTRACTION OF TEETH.

Teeth Set in Lower than Detroit Prices.

The Preservation of the Natural Teeth a specialty. Charges moderate.



CHAS. POILE,

THE OLDEST

—AND—

MOST RELIABLE

BOOT AND SHOE STORE

IN CHATHAM.

We endeavor to keep on hand at all times a full supply of Seasonable goods in the

BOOT AND SHOE LINE; ALSO, LEATHER AND FINDINGS

CUSTOM WORK made to order and Repairing promptly attended to.

CANNOT BE BEAT FOR PRICES OR QUALITY.

28
DAYS.

40 m. A.
20 m. M.

CHATHAM.

MOON
RISES.

	H. M.
1	7 29
2	8 31
3	9 30
4	10 29
5	11 27
Morn	
0	0 25
1	1 20
2	2 16
3	3 09
4	3 59
5	4 47
6	5 30
Sets.	
6	6 10
7	7 21
8	8 33
9	9 45
10	10 55
Morn	
0	0 05
1	1 13
2	2 14
3	3 11
4	4 01
4	4 44
5	5 22
5	5 56

LS.

Co.

&c.

THE CASH GROCERY.

REMOVED TO

R. O. SMITH'S NEW BLOCK, SECOND DOOR EAST OF LANNING'S DRY GOODS STORE,

Where we hope to see all our old customers and many new ones.



We will make you welcome and surprise you with the low prices of our large stock of

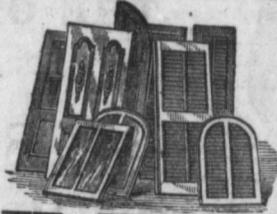
TEAS, COFFEES AND SPICES.

SUGARS VERY CHEAP.

ALL KINDS OF CANNED GOODS, ALL OF FIRST QUALITY.

Just give us a trial and you will be convinced that you have got the best of bargains in Groceries and Provisions.

JOHN FRENCH FURNITURE!



W. H. HEATH,
 Manufacturer of all Kinds of Furniture
 WHOLESALE AND RETAIL.

ALSO OF SASH, DOORS, MOULDING, TURNING, ETC.

Special attention given to **UNDERTAKING**, Coffins, Caskets, Shrouds, &c., from the richest design and quality, to the cheapest, always in stock.

Also, A **GOOD HEARSE** in connection with the business. All Charges Moderate.

Lalonde's Old Stand,

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SNOW BOUND.—Whitney.

FEBRUARY.

WHAT ZERO MEANS.—Perhaps not one person in a hundred knows why a point 32 degrees below the freezing point on Fahrenheit's thermometer is called zero. For that matter, nobody knows. The Fahrenheit scale was introduced in 1720. Like other thermometric scales, it has two fixed points—the freezing point, or rather the melting point of ice, 32 degrees above zero, and the boiling point of water, 212 degrees above zero. The Centigrade and Reamur call the freezing point zero, and measure therefrom in both directions. This is a very natural arrangement. Fahrenheit kept the principle on which he graduated his thermometers a secret, and no one has ever discovered it. It is supposed, however, that he considered his zero—32 degrees below freezing—the point of absolute cold or absence of all heat, either because, being about the temperature of melting salt and snow, it was the greatest degree of cold he could produce artificially, or because it was the lowest natural temperature of which he could find any record. The grounds on which Fahrenheit put 180 degrees between the freezing and water boiling points are likewise unknown.

ST. VALENTINE (14th FEB'Y)—CUPID'S ARREST.

"Cupid, little criminal,
What have you been doing?"
"Nothing wrong, oh, nothing wrong,
Just a little wooing."

"You've been stealing hearts, I fear,
Stealing hearts by dozens."
"No, I haven't, no, I haven't;
They were all my cousins."

"Come along, you little fraud;
You will have to tarry
In a prison, till you learn
Wooing means to marry."

"Very well, here's Bonnybelle;
She shall be the winner."
Bonnybelle said, "Officer,
Free the little sinner."

"Oh, I'll marry—Bonnybelle
Knows my truth and purity;
Here is good Saint Valentine,
He'll be my security."

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THIRD
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31
DAYS.

MARCH.

MOON'S PHASES.

Last Quarter 8 d. 11 h. 20 m. A. First Quarter..... 23 d. 7 h. 45 m. M.
New Moon..... 16 d. 2 h. 35 m. M. Full Moon..... 30 d. 3 h. 15 m. M.

Date Year.	Day of the Month.	Day of the Week.	HISTORICAL EVENTS.	LATITUDE OF CHATHAM.		
				SUN RISES.	SUN SETS.	MOON RISES.
60	1	S	First clk. of court for Co., P. P. Lacroix, app.1851	H. M.	H. M.	H. M.
61	2	Mo	Jno. B. Rankin, Chat., mar. E. Maud Service...1872	6 37	5 49	6 19
62	3	Tu	Mich. McGarvin, Har., golden wedding.....1883	6 36	5 50	7 19
63	4	We	Thos. Scott shot by Riel at Fort Garry.....1870	6 34	5 51	8 18
64	5	Th	First train passes through great Britannia bdg.1860	6 32	5 52	9 16
65	6	Fr	Old "York" changed to Toronto.....1834	6 31	5 53	10 13
66	7	Sa	Mary A. Hanson, Duch. of Po't'mouth (Chat)...1814	6 29	5 54	11 10
67	8	S	Cetywayo, the Zulu chief, died suddenly.....1884	6 27	5 55	Morn
68	9	Mo	Queen first titled Empress of India.....1876	6 25	5 57	0 05
69	10	Tu	Orange and Green riots at Montreal.....1878	6 24	5 58	0 58
70	11	We	Land slide of river bank, Chatham.....1846	6 22	5 59	1 49
71	12	Th	Fifth-st. bridge, Chatham, carried off by ice..1868	6 20	6 00	2 37
72	13	Fr	Duncan McIntyre, early settler, Duart, d. (80)1883	6 19	6 01	3 21
73	14	Sa	— Tiffin, pioneer of Dawn, Camden, died (102)1884	6 17	6 02	4 02
74	15	S	First Parliament sat at Manitoba.....1871	6 15	6 04	4 41
75	16	Mo	Dun. McMullen, 1st settler S.S. Chat. Tp., d..1872	6 13	6 05	Sets.
76	17	Tu	Thos. Griffith, first settler, Bothwell, died....1883	6 11	6 06	6 10
77	18	We	Completion of the Suez Canal.....1869	6 9	6 07	7 25
78	19	Th	Peter Brown, miller, of Chatham, died (63)...1873	6 7	6 09	8 35
79	20	Fr	Czar of all the Russias killed.....1881	6 5	6 10	9 52
80	21	Sa	Edict tolerating Christianity in Japan.....1873	6 4	6 11	10 41
81	22	S	Horton's mill at Buckhorn burned.....1883	6 2	6 12	11 30
82	23	Mo	Church lands given to English Church, Chat.1837	6 0	6 14	Morn
83	24	Tu	Loss of the Eurydice training ship, all on bd.1878	5 58	6 15	0 20
84	25	We	John VanAllen (M) Miss J. Tyviash.....1866	5 56	6 16	1 06
85	26	Th	The Bank of England incorporated.....1694	5 55	6 17	1 58
86	27	Fr	Chatham's first steam mills "Union" burned..1845	5 53	6 18	2 43
87	28	Sa	Sirius steamship 1st to cross ocean, sail'd Lon.1838	5 51	6 19	3 23
88	29	S	Great English and Russian war ended.....1856	5 49	6 21	3 58
89	30	Mo	Heavy snowfall, excellent sleighing.....1881	5 47	6 22	Rises
90	31	Tu	Slave trade abolished by Britain.....1807	5 45	6 23	6 08
				5 44	6 24	7 07

— S. C. BOGART, —

VETERINARY SURGEON

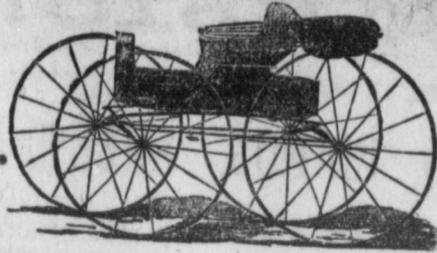
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A.M.

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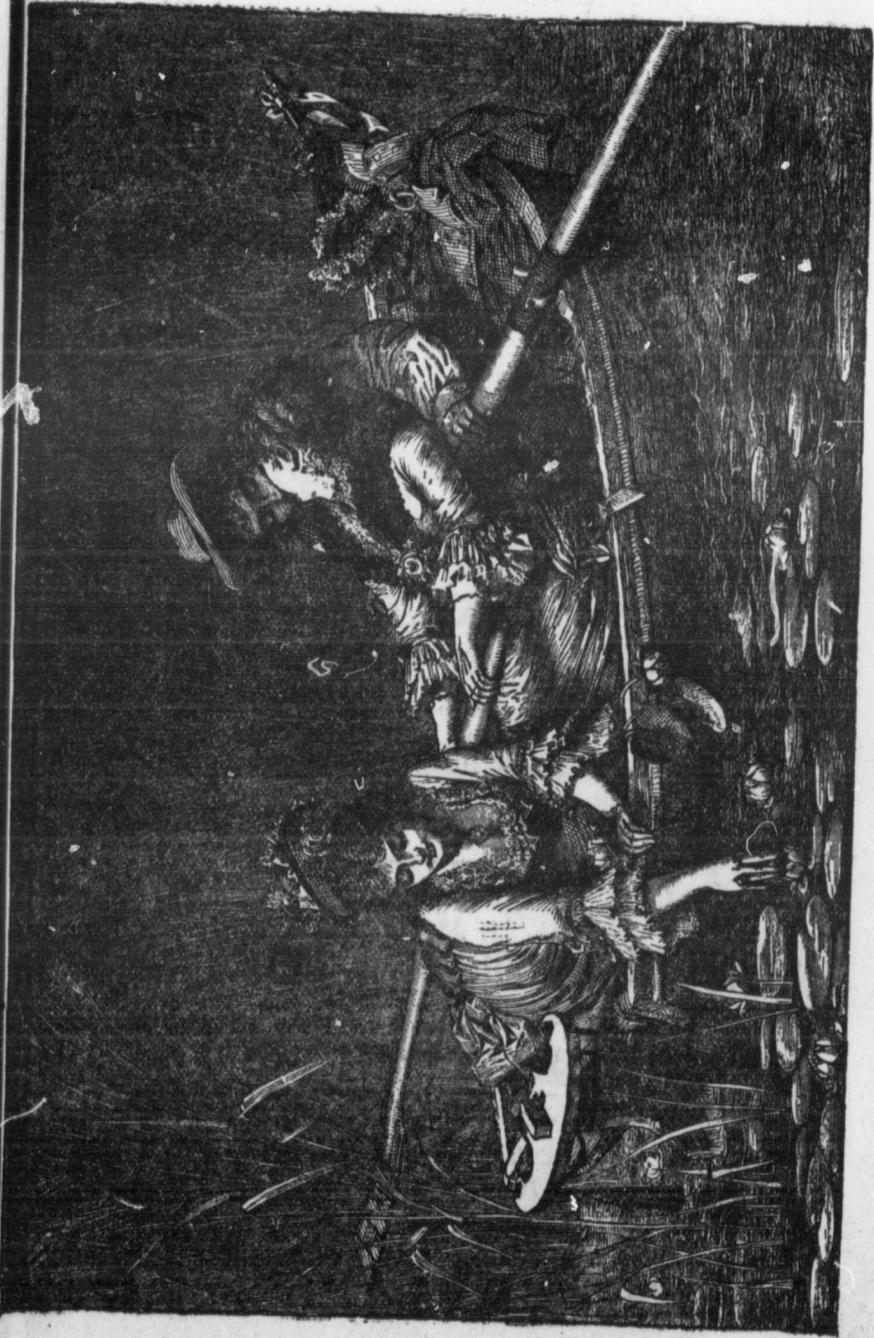
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INDEX:

Almanac Signs.....	2	House of Commons—Ont. Memb's 14	
Agricultural Societies.....	23	House of Assembly, Ontario.....	15
A Carload.....	48	High Schools of County.....	28
A Document of Melancholy Rem's.	47	Interest Tables and Calculations..	52
A Queer Government Return.....	50	Land Monopoly of Britain.....	48
Banks and Loan Companies in Co..	24	Large Bells.....	51
British or Imperial Ministry.....	12	License Commissioners for County.	19
British Ambassadors.....	13	Officials of Co. Municipalities..	18, 19
British Empire.....	36	Ontario Ministry, Members of....	15
British Army and Navy.....	37	Public Schools, County.....	28
Canadian Artificial Waterways....	39	Prices of Produce for 47 years....	46
County Council, Members of.....	16	Postage Rates & Letter Routes..	32, 33
County Officials.....	16	Queen and Royal Family.....	12
Councils of County Municipalities.	17	Railway Stations & Agts. in Co..	24
County Magistrates & Coroners....	20	Railway System of Canada.....	38
County Clergy.....	21	Road Law—Road Manners.....	45
County Statistics.....	29, 30	Ribboned Britishers.....	50
County Post Offices and P. M.....	25	Rules to Calculate H. P. of Engines.	53
County and Chatham Town Debts..	19	“ Size and Power of Belting.....	53
Chatham, Officials of the Town of.	18	“ Size & Speed of Pulleys.....	53
Canadian and American Tariffs....	34	“ Size and Speed of Gearing.....	53
County and other Newspapers....	35	Salaries of Officials, Co. Mun'p'ies.	31
Division Court Sittings.....	22	Salaries of Chatham Officials....	31
Division Court Clerks & Bailiffs..	22	Santa Claus' Railroad Ride.....	91, 92
Dominion Ministry, Members of..	13	Secret Societies of County.....	27, 28
Deep Artesian Wells.....	51	Senate of Canada—Ont. Members..	16
Erie & Huron Railway Board.....	26	Stage and Steamboat Routes.....	26
Express Offices and Agents.....	24	Talbot Road, History of.....	3, 11
First County Ploughing Match....	40	Too Much School Machinery.....	44
Governors of Canada.....	13	Telegraph Offices and Agents....	24
Government Officers in County....	22	Thou Shalt Not Chew.....	50
Great Bridges.....	49	Unwieldy County Councils.....	44
Great Railways.....	42, 43	Volunteers of County, 24th Batt..	23
Great Water-Wheels.....	51	Who's Who in Kent County.....	40

CALENDARS AND MONTHS.

April — Calendar.....	54	Month—“Ploughing,” April.....	57
May — “.....	58	“ —Ogden & Wasatch Mo't'n.	61
June — “.....	62	“ —Haying.....	65
July — “.....	66	“ —Scene on the U. P. Ry..	69
August — “.....	70	“ —Entrance to Devil's Gate	73
September — “.....	74	“ —Pillsbury Flouring Mills	77
October — “.....	78	“ —Salt Lake City.....	81
November — “.....	82	“ —Bridge over Snake River	85
December — “.....	86	“ —Airhole ahead—F'st w'rk	89
January — “.....	90	“ —Santa Claus.....	93
February — “.....	94	“ —Snow Bound—Zero.....	97
March — “.....	98	“ —Water Lillies.....	101

ADVERTISEMENTS.

Banner—Chatham Weekly.....	55	Cornell, G. W.—Dentist.....	70
Barfoot, Samuel—Banker.....	62	Fertile Belt Coloniza'n Co., Qu'A	88
Campbell, Stevens & Co—Millers..	82	French, John—Cash Grocery....	96
Central Drug Store.....	55	Girdlestone, H. C.—Coal, &c....	78
Chi., Rock Island & Pac. Ry. Cover		Grand Trunk Railway, Chatham.	63
Cook, C. R., & Co.—Dawson, Dak.	63	Gray, William—Carriages.....	99

Hanratty, J. J.—Dry Goods	102	Poile, Charles—Boots and Shoes. 95	
Hall, Alex.—Boots and Shoes.	67	Rankin, J. B.—Attorney-at-Law. 58	
Harper, J. F.—Painter.	79	Rutley, W. F.—Architect.	66
Heath, W. H., Wallaceburg.	96	Riddell, Robt.—Iron Fencing.	83
Holmes, Jas.—Marriage Licenses	54	Smith, Isaac & Son—Clothiers	100
Hoig, Wm. & Son—Clothiers.	84	Syer & Mayhew, Thamesville.	59
Hubble, E. S., Thamesville.	60	St. Paul, Minneapolis & Man. Ry. 64	
Hyslop, John—Dry Goods.	56	Stone, Thos.—Dry Goods.	68
Johnstone, E. D. & Co., Nebraska	80	Stone & Williams—Hats & Caps.	71
Lake Superior Transit Company.	72	Soutar, Robt.—Seeds, etc.	79, 83
Macfie, A.—Dry Goods.	75	Soutar, James—Agent.	Cover
Morrish, W. H.—Mar. Licenses. 74		Slater, W. J.—Books and Sta.	80
Monck, Rich. H.—Insurance.	90	Scott, H. Hume—Furniture	84
Monroe & Piggott Plan'g Mill.	Cover	Stephenson, S.—Planet Office.	99
Nicholls, I. L.—Dentist.	95	Tetraut, N.—Boots and Shoes.	79
Northwood, Rich.—Central Hotel	86	Taylor, Scott & Co.—Factory, &c. 82	
Northern Pacific Railway.	76	Union Pacific Railway.	104
Parks, D. & Son—Machinists.	87	Wood, E. W.—Music.	100
Phillips, W. J., Wallaceburg.	87		

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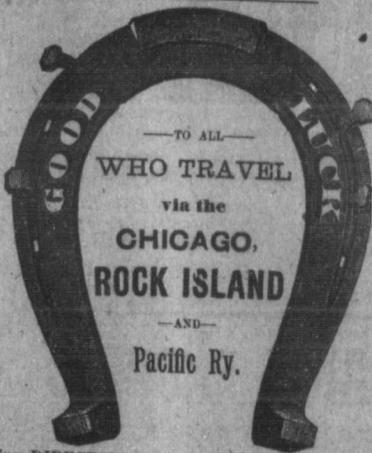
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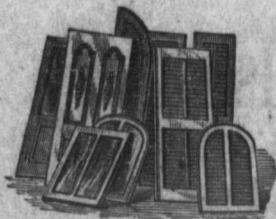
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