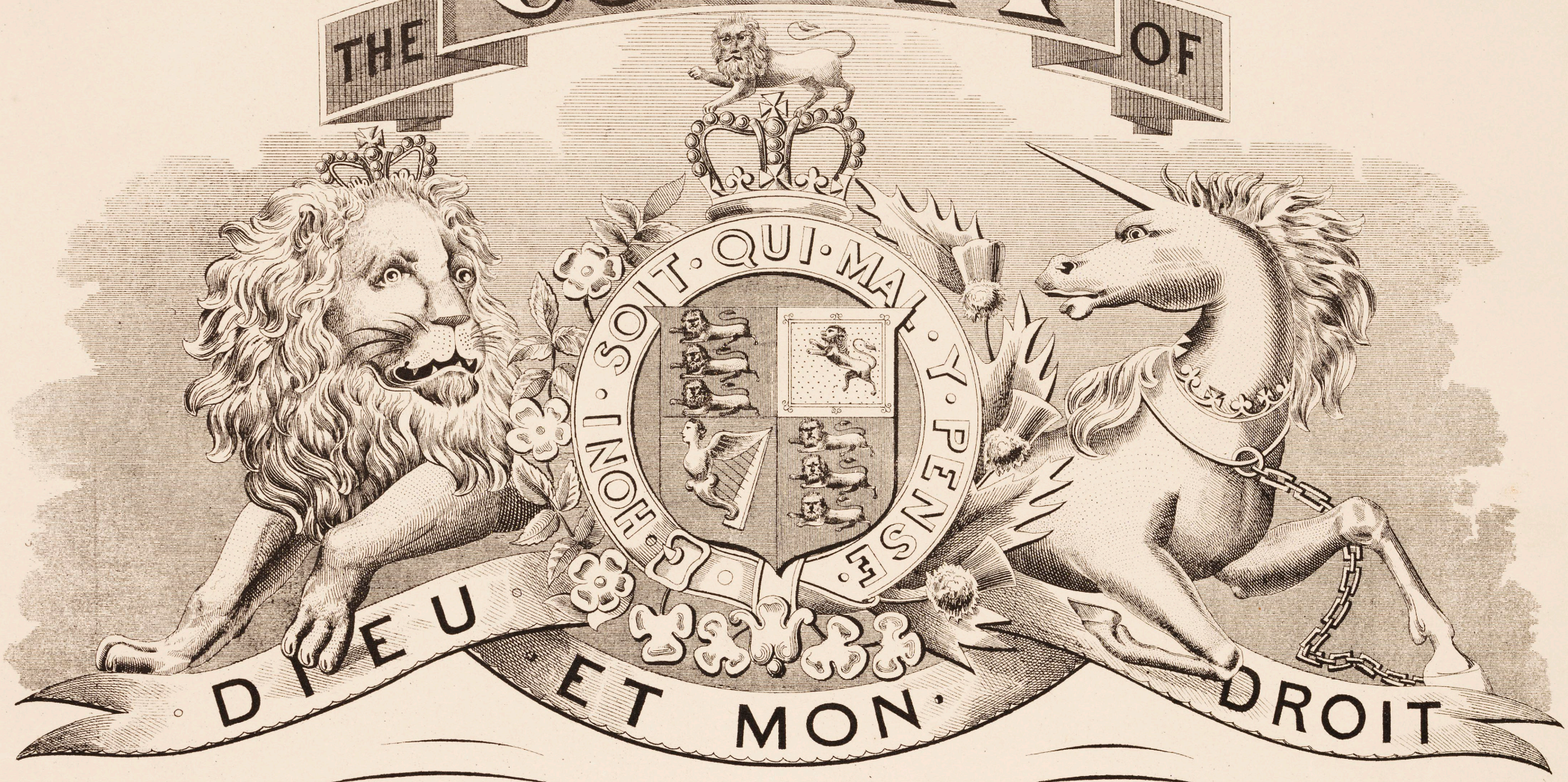
ILLUSTRATED

HISTORICAL ATLAS

OF THE COUNTY OF



ELGIN

ONT.

Dedicated by Special Permission to His Excellency

The EARL OF DUFFERIN K.P. K.C.B. Governor General

Compiled Drawn and Published from Personal Examinations and Surveys

BY

H.R. PAGE & CO.

TORONTO.

1877.

GORRELL, CRAIG & CO LITH, TORONTO.

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TABLE OF CONTENTS.

MAPS.

	PAGE.
Ontario	2, 3
Quebec, &c.	6, 7
United States.	10, 11
Manitoba, Keewatin, &c.	14, 15
Elgin County	18, 19

TOWNSHIPS.

Aldborough	28, 29
Bayham	38, 39
Dunwich	46, 47
Malhahide	22, 23
Southwold.	32, 33
South Dorchester	37
Yarmouth	52, 53

TOWNS AND VILLAGES.

Aylmer	27
Bismarck	54
Corinth	37
Dutton	54
Fingal	51
Iona	54
New Glasgow	55
Orwell	55
Port Burwell	55
Port Bruce	55
Port Stanley	30
Rodney	55
St. Thomas	58, 59
Shedden	55
Sparta	54
Springfield	27
Straffordsville	51
Tyrconnell	51
Richmond	27
Union	54
Vienna	40
Wallacetown	51

PORTRAITS.

St. Thomas.

D. Drake	1
Colin McDougall	1
A. McLachlin	1

Bayham Township.

L. Burwell	4
T. W. Dobbie	4
George Suffel	4

Malahide Township.

	PAGE.
James Brown	45
D. F. Davis	16
Dr. E. Dancey	12
Dr. E. Foot	12
W. A. Glover	12
Wm. Harvey	4
Wesley McCausland	45
Dr. P. W. McLay	45
T. M. Nairn	4
Enos Scott	12
Wm. York	48
Mrs. Wm. York	48

Southwold Township.

Dr. J. M. Penwarden	16
Nicol McCall	25
Col. James McQueen	12

South Dorchester Township.

T. M. Nugent	16

Yarmouth Township.

Joel Lewis	45

VIEWS.

Bayham Township.

Residence and Store—George Laing	24
Residence—J. N. Van Amburgh	5
Residence—Thomas Weaver	16

Dunwich Township.

Residence—Stephen Backus	43
Residence—M. Conn	43
Residence—Dr. John Cascaden	50
Residence—John McCullum	17
Dutton Mills—A. McEchran	50
Residence—John Pearce	42

Malahide Township.

Residence—Jesse Learn	57
Residence—John S. Marr	44
Residence and Mill—George L. Ord	36
Residence—William Pound	57
Residence—Jarvis Thayer	48

Aylmer Village.

Baptist Church	49
Residence—W. Campbell	24
Residence—J. M. Davis	56
Mill—J. M. Davis	56
Store—Robert Elgie	13
Residence and Mill—G. W. Goodfellow	36
Marble Works—J. W. Hutchinson	24
Hotel—C. W. Johnson	48
Residence—Moses Leeson	20
Foundry & Machine Shop—W. H. Mann	24
Residence—Dr. P. W. McLay	56
Methodist Church	35
Residence—John Marlatt	26
Residence—Aaron Price	48
Pork House—Scott, York & Co.	26
Residence—E. Scott	26
Town Hall	9
Residence—John White	35
Residence—Alva Wood	45
Residence—J. York	26

Southwold Township.

Residence—Edward Burwell	50
Residence—George E. Casey, M. P.	8
Hotel—William Fraser	20
Residence—Thomas Futcher	24
Residence and Mill—James Fawcett	13
Residence—Dugald Ferguson	41
Residence—M. Hovey	16
Foundry and Machine Shop—MacPherson, Glasgow & Co.	42
Residence—John MacPherson	16
Residence—Nicol McColl	25
Residence—James Morgan	41
Residence—Dr. J. M. Penwarden	16
Elgin County House of Industry	9
Residence—Wm. Stafford	50

South Dorchester Township.

Residence—John Benner	9
Residence—Lewis Simpson	48
Residence—James Warwick	17

Yarmouth Township.

Residence—W. H. Hilborn	24
Residence and Mill—Seth Lewis	21
Residence—Joel Lewis	21
Foundry and Machine Shop—W. H. Mann	24
Residence & Mill—A. White	44

Town of St. Thomas.

Residence—D. Drake	5
Livery Stable—D. Drake	20
Elgin County Court House	1
Niagara Falls, &c.	60
Lithographic Card—Gorrell, Craig & Co.	58

HISTORY.

PERSONALS, &c.

The Small figures on the Map indicate the Post-office Address of the owners of the Property, and are numbered according to the following:

1 St. Thomas.
2 Aylmer.
3 Vienna.
4 Port Stanley.
5 Fingal.
6 Springfield.
7 Port Burwell.
8 Wallacetown.
9 Iona.
10 Rodney.
11 Sparta.
12 Union.
13 Dexter.
14 Yarmouth Centre.
15 New Sarum.
16 Orwell.
17 Mapleton.
18 Killerbey.
19 Kingsmill.
20 Glen Colin.
21 Port Bruce.
22 Copenhagen.
23 Grove's End.
24 Mount Salem.
25 Luton.
26 Straffordville.
27 Eden.
28 Acacia.
29 Corinth.
30 Bayham.
31 Calton.
32 Lyons.
33 Talbotville.
34 Cowal.
35 Frome.
36 West Magdala.
37 Largie.
38 Tyrconnell.
39 Aldborough.
40 Crinnan.
41 Eagle.
42 West Lorne.
43 Duart.
44 Corsley.
45 Lawrence.
46 Iona Station.
47 Dutton.
48 Campbleton.
49 Middlemarch.
50 Port Talbot.
51 Wardsville.
52 Clachan.
53 Belmont.
54 Avon.
55 Jaffa.
56 Glenworth.
57 Tilsonburg.

REFERENCES.

Farm House,—*Bauern Haus*
School House,—*Schul Haus*
Church,—*Kirche*
Mills,—*Muhlen*
Blacksmith Shop,—*Schmiede*
Cemeteries,—*Begrabnissplatze*
Roads,—*Landstrasse*
Railroads,—*Bahn Wege*

Proposed Railroads,—*Vorgeschlagne Bahn Wege*
Stone Quarries,—*Stein Bruche*
Lime Kilns,—*Kalk Oefen*
Orchards,—*Obstgarten*
Swamp,—*Sumpf*
Creeks,—*Bache*
Cheese Factory
Brick Yard

HISTORICAL SKETCH OF THE COUNTY OF ELGIN.

BY A. F. BUTLER, ST. THOMAS.

THE territory now known as the County of Elgin comprises eleven municipalities, namely:—the Townships of Aldborough, Dunwich, Southwold, Yarmouth, Malahide, Bayham, and South Dorchester; the incorporated Villages of Vienna, Aylmer, and Port Stanley, and the Town of St. Thomas. It consists of a belt of land on the northern shore of Lake Erie, about 60 miles in length by from 12 to 16 in breadth. It has a history reaching further back than the history of its municipalities, since municipal institutions in Upper Canada (now Ontario) only date from the era of Lord Sydenham, (1841).

Any account of the early settlement of this territory without frequent mention of the name of Colonel Thomas Talbot, would be like the play of Hamlet with Hamlet left out; so from the few writings extant, but more especially from information gathered from incidental conversations with the oldest inhabitants during my official duties of the last ten years, I will endeavor to briefly draw the picture as it was and as it is.

In the latter part of the 18th century (1786-1788) the Lord Lieutenant of Ireland had two youthful Aides de-camp, one of whom was destined to play an important part on the battle fields of Europe, and the other in the settlement of the forests of Western Canada. The first of these was Arthur Wellesly—Lord Wellington—"the hero of a hundred fights, who never lost an English gun," and the other was Thomas Talbot, born at the Ancient Baronial Castle of Malahide, in the County of Dublin, Ireland, in the year 1771. In accordance with custom among noblemen's sons in Great Britain, young Talbot was early provided with a Colonel's Commission, was with the 24th Regiment at Quebec in 1790, and in 1791 became attached to the suite of General John Graves Simcoe, the first Lieut.-Governor of Upper Canada. While in this capacity Col. Talbot became acquainted with this fertile and picturesque belt of country along Lake Erie, and, for reasons unknown, decided to leave the comforts of civilization in the old world and plant a new civilization here. Though a noble project, it was certainly, from the standpoint and position of a British officer, an eccentric one, for on the one hand were congenial enjoyments, cultivated society, and prospects of military glory and emoluments, and on the other, for a long time at least, were privations and seclusion in the forests of an unknown land; but the arts of peace, though less dazzling and brilliant than those of war, are intrinsically higher, and while in the one path of life the name of Thomas Talbot might have figured upon the pages of European history, in the other it is spoken and will not be forgotten in the homes and family circles of the Western peninsula of Canada.

Gov. Simcoe seems to have entertained a favorable opinion of young Talbot, and his influence was warmly exerted with Lord Habart, then Secretary to the Colonies, in a long letter dated 11th February, 1803, recommending the Talbot grants of land. As this letter fully explains the manner in which these grants were applied for and received from the crown, you will read some portion of it with interest here:

"SOMERSET STREET, PORTMAN SQUARE,
11th February, 1803.

"MY LORD,—Upon my arrival in Canada to carry the constitution which "had been granted to that colony into effect, Mr. Talbot accompanied me "as my private and confidential Secretary into Upper Canada. He re- "mained in my family four years, when he was called home as Major of "the 5th Regiment, then ordered to Flanders. During that period he "not only conducted many details and important duties incidental to the "original establishment of a Colony to my entire satisfaction, but was "employed in the most confidential measures necessary to preserve that "country in peace, without violating on the one hand the relations of "amity with the United States, and on the other alienating the affections "of the Indian nations, at that time with open war with them. * * * "* * * I consider these circumstances, my Lord, as authorizing me "in general terms to recommend Mr. Talbot to your consideration and "protection. Mr. Talbot's specific application, which I beg leave to sup- "port to the utmost of my power, consists of two points. The first is the "grant of 5000 acres of land as a field officer, actually and bonafide, mean- "ing to reside in the Province for the purpose of establishing himself "therein. The King's bounty having been extended to the field officers who "had served during the American war, in grants to a similar extent, it "was judged expedient by myself, Mr. Chief Justice Osgoods, and other "confidential officers of the Crown in that Colony to extend the provisions "to any field officer of character, who, bonafide, should become a settler "therein, it being obvious that it was for his Majesty's interest that a loyal "set of European gentlemen should as speedily as possibly be obtained to "take the lead in the several districts. * * * * * * * In con- "sequence, my Lord, had Mr. Talbot been totally unknown to me, except "by his character, and the high rank he had borne in the King's service, I "I should have thought him a most eligible acquisition to this Province, "and on this public ground, without hesitation, have granted him 5000 "acres on the same principles that had been laid down and acted upon,— "this is the first part of Mr. Talbot's request. The second request is that "these 5000 acres may be granted in the Township of Yarmouth, on Lake "Erie, and that the remainder of that Township may be reserved for such "a period as may appear advisable to government, for the purpose of his "settling it on the following specific plan, namely:—that 200 acres shall "be allotted to him for every family he shall establish thereon,—50 acres "thereof to be granted to each family in perpetuity, and the remaining 150 "acres of each lot to become his property for the expense and trouble of "collecting and locating them. * * * His plan is to introduce himself "amongst a large body of Welch and Scotch families who arrived at New "York in the summer of 1801, and who have temporarily fixed themselves "in the interior of that State, many of whom are already disgusted with the "dissolute principles of the people there, and feel a strong inclination to "return under the government of England, but do not possess the means "of purchasing land, or paying the fees demanded by the Province on "grants. It remains only for me to add that Mr. Talbot, having been very "successful in the cultivation of Hemp, is induced to prefer the distant "Township of Yarmouth, as the soil is well adapted to the growth of that "valuable commodity. It is his object to extend this cultivation through "the whole Township, and by precept and example to enforce principles "of loyalty, obedience and industry amongst those with whom he will be "surrounded." * ° * ° *

I have the honor to be, &c.,

J. GRAVES SIMCOE.

To the Right Hon'ble,
LORD HOBART, &c., &c.

The grants were made in accordance with the request, and such additions were afterwards made to them that they covered in all about 28 Townships with 618,000 acres of land.

The rich Township of Yarmouth, however, which the Colonel had thought so well adapted to the growth of hemp was already beyond his reach, the south part of it having been already given or sold for a song, as the common expression has it, to Colonel Baby, and the north to the Canada Company, a wealthy company of English gentlemen who were allowed to purchase hundreds of thousands of acres of fertile lands, as well as some not very fertile, at about one shilling an acre for purposes of speculation.

As Colonel Talbot approached his new possessions by water, he selected a spot at the mouth of a romantic winding creek in the Township of Dunwich, as his landing place, naming it Port Talbot. Seizing an axe from an attendant, he at once felled the first tree, animated, we may well imagine, by similar feelings to those of Jacques Cartier, as he placed on Mount Royal the fleur-de-lis and cross, or Columbus, as he kissed the earth of the New World. At this time there was not a human habitation nearer than Long Point, 60 miles eastward. If the felling of this tree be an era in the settlement of the County, let us remember it as occurring on the 21st May, 1803.

The memory of Col. Talbot is certainly entitled to much credit and respect for the founding of the Talbot settlement, at the same time a great many candid right-thinking persons have been unable to see why, in placing a settler on 200 acres of land, the division should be 50 to the settler and 150 to Col. Talbot. This was, however, in accordance with the terms made by the Colonel with the British Government, and did not prevent the settlers from acquiring more land by paying for 100 acres the sum of £6 9s. 3d. At this time it was considered an object to get any one to settle upon land in the unbroken wilds of this Western peninsula and the Long Point region, 60 miles east contained the nearest white settlement, and was the chief source of supply for the necessaries of life for some years. It is not necessary, and perhaps would not be becoming, that the writer should here attempt a delineation of the character of the founder of the Talbot settlement. Many anecdotes may yet be listened to, illustrative of his bluntness and his eccentricities, as well as of his firmness, his kindness, his honesty and other sterling virtues. Yes, travel the County of Elgin in the year 1876, and you may be by the hour interestingly entertained on these subjects by the oldest inhabitants, the men who bore the burdens when burdens were not light. The result with me, although on the whole in the Colonel's favor, recalled the lines of Whittier,—

"Some blamed him, some believed him good,
The truth lay doubtless 'twixt the two."

The progress of settlement for the first few years was slow, George Crane came with Col. Talbot, and in 1809 John Pearce, Col. Leslie Patterson and Mrs. Story with their families located as permanent settlers in Dunwich, west of Port Talbot, and "Johnny Barber" built his bark shanty on the lot now occupied by the brick dwelling, and constituting the fine farm of his descendants. In the year 1810 and very soon after came Wm. Davis, David Secord, Benjamin Wilson, Esq., Moses Rice, the Mandevilles, Daniel Rapelje, and a few others.

THE WAR OF 1812.

This was an eventful episode in the history of Canada—it added the horrors of war to the privations of pioneer life, and its reminiscences are yet told with much feeling and keen remembrance by the surviving heroes. War is always unfortunate, but in this case was doubly so, because the people of Canada, the real sufferers, were in no sense the aggressors, and indeed had no part in the quarrel which brought about the declaration of war by the United States government. Another fact may also be recorded here, and it is that some of the ablest of the American statesmen of the time opposed with all their power and influence the issue of this declaration.

The Talbot settlement in 1812 numbered three companies of able-bodied men, the only regimental officer being Col. Talbot, who received the commission of Lieut.-Colonel. Two of these companies were termed flank companies, the distinguishing feature of whose service was that they were ready for action at a moment's notice. They were recruited from the unmarried men and widowers without children, and were more perfect in their drill and better equipped than the ordinary militia.

These companies took part in the hard fought engagements of the war, though it happened that these were outside the limits of the settlement. On the 13th of August, 1813, a band of Americans and Indians crossed the forest from the north and burned Col. Burwell's house and Col. Talbot's mill. This mill was of much service to the infant settlement; it was on the winding creek in that romantic valley at Port Talbot. Col. Burwell was confined to his house with fever and ague, but was taken and sent off to Chilicothe and detained several months as a prisoner of war. The party who thus captured Port Talbot, but not the Colonel himself, were from the American army just after the battle of Moravian Town, where the brave Tecumseh was killed, and where General Proctor so disgraced himself by retreating with his army, leaving only one company to face the enemy, who were in consequence made prisoners. At the approach of this party, Capt. Patterson conferred with Col. Talbot, and both agreed that defence was out of the question, and that *sauve qui peut* was in the emergency, both a duty and a necessity. Accordingly as Commander Walker and his party entered the log mansion on one side, Col. Talbot walked out at another door. An Indian on the outside said to Captain Patterson, "You one officer?" Yes, was the answer. "What officer?" "Oh! big officer,—Captain." Seeing Col. Talbot walking off, the Indian said, "Who that yonder, he big officer. "No, no," said Patterson, "he is only the man that tends the sheep, he is deaf, and would not hear you if you were to speak to him." At the same moment two Indians had levelled their rifles at Col. Talbot, when the other called to them not to fire on the poor man who tends the sheep, and they desisted; the Colonel meantime dropped into the ravine and was out of sight. The premises were completely plundered, and everything of value that was movable was carried off. About two quart pots full of gold, and some silver plate were concealed under the front wing of the house, and thus escaped notice. The horses and cattle were all "confiscated." This style of the general confiscation of effects was not agreeable, and when the family added to that, the prospect of seeing the husband and father, the provider and protector marched off a prisoner, it is not strange that they were sometimes not at home, to such visitors. As Commander Walker and his raiders proceeded westward along the Tyrconnell road, he found no one to receive him, as the families of Messrs. Pearce, Backus, and Mrs. Story, a sister of Mr. Backus, had

in the meantime, with the aid of their boat at the lake shore, found a temporary home in a friendly ravine which ran to the beach a short distance away. In their absence, their houses were despoiled of everything that could be utilized; webs of cloth were cut from the looms and carried off, feather beds were ripped open, the feathers scattered, and the ticks taken away, and cattle and horses were driven away or shot.

In the summer of 1814, a band of mounted desperadoes from Ohio and Michigan, came up the Thames to Westminster, and crossed to Talbot Street, to plunder the settlers in Yarmouth. They pursued the same plan as the others, destroying what they could not carry away. The house of Daniel Rapelje was twice plundered. This house stood on the side hill, between the east side of Kettle Creek, and the present fine residence of John Farley, Esq. A son of Capt. Rapelje had a very nice suit of clothes hanging up in one of the rooms; these were at once confiscated and put on by one of the officers, who also at once put on airs and asked if they did not become him splendidly. "The clothes are well enough, but they are on a very bad man just now," said young Aletta Rapelje. Though cautioned by the older ones of the family, she often made such replies to the plunderers, and her youth and spirit saved her from violence. She is now an old lady living in Norfolk County, and an aunt of Miss Ann Caughell, teacher in S. S. 18, Yarmouth. The arms found in possession of the settlers were destroyed, and as one of the raiders was breaking the stock of a gun over a log, it accidentally exploded and killed him. This discouraged the others and they departed for Detroit, strewing their path with death and suffering whenever possible. One of their skirmishers was captured by Garret Oakes, Moses Rice, Israel Thayer and William Lee, who in the graphic language of Oakes, at once sent him to inspect the Government Works at Kingston. Garret Smith lived on Lot 1, near what is now Mr. Pincombe's residence, on the banks of the creek north of St. Thomas. To save her effects Mrs. Smith hid some in the standing oats, tumbled others in the well, and Mr. Smith went with his horse to the woods; thus they were saved. John Smith, Esq., for many years Reeve of Southwold, is one of the sons of Garret Smith.

In the fall of 1814, General McArthur started on a plundering expedition from Detroit, through Ontario. As all the able bodied men were on duty on the Niagara frontier, he met with no opposition till he reached the Grand River, where the Indians frightened him, and compelled him to turn southward to Talbot Street, along which he returned to Detroit. What property the previous plunderers had left, McArthur and his thieves managed to find. He camped one night in Yarmouth, and one enterprising boy, maddened at the sight of so many horses being carried out of the country, successfully stampeded seven of them and secured them for himself. The foregoing are some of the incidents occurring in the country during the war. Of course there were alarms innumerable, arising from defective communication among a sparse population. The people were very poor, which no doubt prevented the enemy from visiting it oftener, for the war of 1812, was, on the part of the Americans, a war of plunder. Though they had a force of 180,000 men under arms, they failed to secure a footing in Canada except for short intervals, and then they were invariably defeated and driven out by the militia of the country, aided by the handful of regulars which the mother country was able to spare them in her life and death struggle with Bonaparte. The total number of militia called out and drilled for the defence of the whole country, amounted to about 10,000 men, a force apparently utterly inadequate for its defence, had they not been resolved to sell their liberties as dearly as possible. Of four great expeditions organized for the express purpose of subduing this country, two of them surrendered prisoners of war to a man, and the other two were driven ignominiously from the country, each of them after fighting a pitched battle. We are called upon frequently by the historian, to admire the self-sacrifice and bravery of many nations, in their struggles to retain their institutions and their liberty against overwhelming odds, but we challenge the history of modern times, to surpass the patriotism and devotion of the people of Canada in the war of 1812. To a casual observer the struggle seemed hopeless. Opposed by a population twenty times as numerous, and with resources a hundred fold as great, it would seem that the energy of despair would be required to nerve the people to the conflict. Yet such was not the case. Immediately after the announcement of the war, the first abortive attempt of the enemy was made, and from that time they measured him at his true value, and in many a hard fought field he was taught the lesson that Canadians were as firmly attached to their principles, and would as readily shed their blood in defence of them as any other people. Among the more noticeable of these old veterans living in the country, we might mention Col. McQueen, who resides near Fingal. At the outbreak of the war he was a boy of nineteen, but the spirit of a soldier was in him, and he was among the first to come forward at the call of General Brock. He volunteered in the Norfolk militia, was appointed ensign, and was immediately along with the Long Point militia sent to Malden in August of 1812. A day or two after, the company to which he belonged was sent across the Detroit river and took part in a skirmish with the enemy in which the latter were defeated and driven into a marsh near the mouth of the Maumee river, where neither they nor their Indian allies could follow them. A few days afterwards he took part in the preparations for the storming of Detroit. He recounts how the commander of the Norfolk volunteers misunderstood the orders, after Hull had surrendered, and instead of helping with his regiment to force a circle around the fort, he marched them in column of subdivision straight through the gate, among the Yankee troops, who were drawn up close under the ramparts inside. They were immediately marched out and the mistake rectified. In the autumn of the same year he was wounded in repulsing the attempted invasion of the Americans at Fort Erie. We have not space to recount all the exploits of this old veteran, but will give a few of the particulars of one which will give our readers an idea of his character and that of the men of Canada in that trying period. About five weeks after the defeat of Proctor and death of Tecumseh at Moravian Town, he was sent by Col. Talbot to bring to Long Point some cattle belonging to the government which had been pastured during the summer at Rond Eau. He had 24 men with him, three of whom were mounted. On arriving at the Eau he found that some American troops from Chatham had been too fast for them, for they had been there and killed them all. He instantly conceived the bold scheme of capturing them, and taking his men into his confidence they agreed to run the risk of the enterprise. A sleigh road led through the wood, and this they followed till they came near the river, where they found a loyal settler who entered into his plans with zeal. This settler had an empty cabin off the road in the woods, and here Ensign McQueen concealed his men for three days, till the watchfulness of the Americans, who had heard of their arrival at the Rond Eau and who expected a visit from him, should abate. On the third night at midnight, his faithful friend brought word that the apprehensions of the enemy had subsided, and without delay he formed his plans and set out on his perilous enterprise. On the spot where Chatham now stands, stood two or three houses, one of which was occupied by a company of regular troops of the United States, numbering 60 men. By using great caution he and his men managed to take them completely by surprise, and made them prisoners of war. The officers he found in an adjacent house and they shared the fate of their men. After disarming them and looking after the wounded, for there was a short struggle in which one of the enemy was killed, and three wounded, he found he had a difficult problem to solve in getting his prisoners to Port Talbot. They outnumbered his men two to one, but he managed the affair satisfactorily, only two escaping from him near where Clearville now stands, while making preparations for camping for the night. He ultimately took them to Burlington Heights where he and his men were highly complimented by General Riall, and given a gratuity of two months' extra pay. The evening before the battle of Lundy's Lane, he was made a captain, and camped on ground where now stands the city of St. Catharines, though not a house graced the site at that time. He commanded a company in the battle which followed, and in a week after he was at his house at Long Point, where his services in the war ended.

At the inception of this work, there were over 40 of the veterans of the war of 1812 living in this county. Their ages ranged from 77 to 105 years. Socrates Hunter who lives at Port Bruce, enjoys the distinction of being the oldest applicant for the bounty of the government among the surviving veterans of the war. He is 105 years old, and was at the battle of Prescott. Several of the applicants are only 77 years of age, and of course were mere boys who were enrolled during the last year of the conflict. Among those who took part in the various battles during the war, and who are still living in the county we mention the following, giving their ages and residence, viz:—George Yocum, Bayham, 82 years of age, was present at Lundy's Lane and Fort George; John Thompson Doan, fought at Lundy's Lane, Fort Erie and Black Rock, is 84 years of age and lives in Yarmouth; Mathias Boughner, lives in Yarmouth, is 77 years of age and fought at Lundy's Lane; Ransom Dexter, lives in St. Thomas is 83 years old and was present at the battle of Queenston Heights; Onesimus Bradley, 80 years of age, lives in Malahide, and was at Lundy's Lane; George Caughell is 81 years old, lives in Yarmouth, was at Niagara and Queenston Heights; Philo Trood, lives in Southwold, 80 years old, and was at the taking of Ogdensburgh; Samuel Howie of Bayham, 86 years of age, was present at the burial of Brock; Matthew House, lives in Malahide, is 82 years old, and fought at Lundy's Lane; Jean St. Etienne, lives in St. Thomas, is 83 years old, and fought at Chrysler's Farm; Henry Stringer, fought at Chippewa, lives in St. Thomas, and is 81 years old; Peter McDonnell, lives in Aldbon, is 81 years old, fought at Chippewa and Lundy's Lane; Daniel McAfee, is 84 years old, lives in St. Thomas, and was at the capture of Detroit and at the battle of Queenston Heights. The following are the names, ages, so far as known, and places of residence of the veterans living in the county, who served during the war, but who were not present in any important engagement. Thomas House, 78 years, of Bayham; David Kemp, Bayham; Hugh Sharon, 80 years, Southwold; Thomas Sharon, 78 years, Southwold; Jacob Berdan, 83 years, Bayham; Benjamin Wilson, 80 years, Southwold; John Conse, 86 years, Yarmouth; Joseph Vancise, 90 years, Malahide; Samuel Harper 87 years, Malahide; Sidney McDiarmid, 75 years, Bayham; Thomas McDiarmid, 86 years, Bayham; Robert Eakins, 83 years, Bayham; Thaddeus Ostrander, 83 years, Malahide; Horatio Nelson Franklin, 78 years, Malahide; Thomas Hankinson, 80 years, Malahide; Francis Richards, 83 years, Malahide; Peter Smuck, 87 years, Southwold, was present at Queenston Heights; Ralph Stafford, 83 years, Southwold.

The process of settlement for the first few years was necessarily slow, and fraught with difficulties and serious privations. It is fitting that we should cherish the memories of those old heroes, and heroes they were, for peace has its victories no less than war. In the old church yard of the Episcopal church near Tyrconnell—the Burwell family burial ground near Port Talbot—the cemetery of St. Thomas Church, and at one or two places in the East Riding of Elgin, you may gaze upon the monuments that point out their last resting places—gray high shouldered stones, moss-covered and marked by the passing years.

The influence of Colonel Mahlon Burwell extended over the whole settlement now known as Elgin County and indeed over the whole of the London district. He was one of Col. Talbot's first settlers—was a United Empire Loyalist from New Jersey, and located at Port Talbot in 1809. His first residence was burned at the burning of the mill in 1813. He then built another log house, this time west of Watson's Corners in Southwold, and in 1824 the brick, so cosily embosomed in the little grove of evergreens. This was the old homestead in which he lived until his death; it is now owned by his youngest son, Hannibal, a resident of the city of London.

Col. Burwell's practical knowledge of mathematics rendered him very useful as a surveyor of the unbroken wilds, that have since by the magic wand of labor been converted into fruitful fields. He surveyed the townships of Malahide and Bayham, the city of London, the villages of Port Burwell, Vienna and others. A record of his life would make a readable volume, but a brief notice here is all that space allows. Col. Burwell's first election to parliament was for the united counties of Middlesex and Oxford, and the election was held at the log house of David Secord, on Talbot street, in the township of Yarmouth. His course in parliament continued for twenty-four years, a consistent Loyalist to the last. His donations to education and religion were numerous and liberal. The church at Port Burwell, (Rev. J. Schulte, D. D., Ph. D., present rector), was built by him and endowed with 600 acres of land—he was indeed one of the fathers of the settlement, a man of fine and powerful physique, of sterling integrity, and one who lived for the future as well as the present. He left six sons, three of whom, Hannibal, Edward and Leonidas, have made Elgin their home, and are prominent and highly respected citizens among us.

The constitutions as well as the courage of the men of those times were remarkable, and as we meet the remaining ones now, we think of the orator Punshon's quotation as the first line of his "Daniel in Babylon:" "There were giants in those days." And such men were needed. A dwarf behind a steam engine may move a mountain, but he who hews it down with his hands is a Titan in strength. There were no roads, no mills, no manufactories, now these are many. The Long Point settlement was 60 miles away, not "lang Scotch miles," but billowy miles on Lake Erie or weary windings along a forest path. But the journeys must be made or families suffer for want of flour and other necessaries of life. Many a time did the pioneers make this journey by canoe or on foot, as attested by Garret Oakes, Meredith Conn, sr., Col. McQueen and others. In 1813, John Rolph located on a lot of land at Catfish Creek; he afterwards moved to Talbot Street, and the low brick cottage in which he lived, a little west of St. Thomas, is still occupied and in a good state of preservation. He was on good terms with Col. Talbot, and in 1817 instituted the Talbot Anniversary, which, on the 21st of May was held in St. Thomas for many succeeding years.

Leaving particulars to find a place in the separate sketches of the municipalities, we come to the time when Upper Canada politics began to engage the attention of the people. Up to the year 1830 the populations of the township could be counted by hundreds and there were no villages except St. Thomas and that numbered but a few families. Then as now there were two political parties, though the positions of the two and the questions that divided them were far from being the same. The writer of these lines is aware that he must either omit an important era altogether or express opinions upon a topic upon which even now opinions differ widely. But the extreme rancour and bitterness of the times have passed away, and the right is freely accorded to every Canadian citizen, native or adopted, to speak in sincerity what to him is truth.

It is unnecessary for me to explain now the meaning of the phrase "Family Compact." It is well understood, and as you hear it the

troublous events and stirring scenes of 1830 to 1840 pass in review before you. The Talbot settlement had its share, for in it there were many strong hearted thoughtful men who must perforce take one side or the other, and taking sides then meant taking action In parliament it was the old story—the people against the "divine right" of kings, the democracy against a would-be aristocracy. There may be even now shortsighted persons who would dispose of the whole case by dividing the actors of the time into two classes: loyalists who did their duty, and rebels who sought the destruction of the government. Others more justly speak of the first class as deeming it a conscientious duty to uphold the reigning power, and the second being actuated by unselfish and patriotic motives, but misguided as to the best means to bring about a reform. This is the better sense of to day, and the number is small of those who in the single obnoxious word "traitor" or "rebel" think they tell the whole story of men with hearts and brains like Dr. John Rolph or William Lyon Mackenzie. Mr. Mackenzie often addressed the settlers here at the village of St. Thomas, and some considered it a credit to hold an umbrella to shelter him from the sun as he was speaking, and others to seize the pole of the waggon that formed his temporary rostrum and run it down the hill into Kettle Creek. Words prepared the way for deeds, and an uprising was determined upon to take place in Toronto 7th December, 1837. Dr. Charles Duncombe was at Oakland with a force largely recruited from Yarmouth, Malahide and other townships ready to join Mackenzie, Lount and Matthews at Little York, (now Toronto), the seat of government for Upper Canada. The impartial facts of that noted struggle have been ably written, (Life and Times of Wm. Lyon Mackenzie and the Rebellion of 1837) and there is not space for them here; besides there are men in Elgin to-day who were in Duncome's force, and others who were on duty to catch and hang them. William Lyon Mackenzie was an able man—he advocated his cause with an eloquence which only springs from a consciousness of right, and Capt. R. Drake, (father of D. Drake, Esq., present mayor of St. Thomas), though opposed to him in politics, once made this remark: 'If they allow that man to speak he will be elected," and this was after he had taken arms against the government, failed, fled from his country, with a price set upon his head, served his time in prison and exile in the United States, and returned here ruined in fortune and broken down in health and spirits But it was true and he was elected, although five times before he had been elected and expelled from the House. In taking leave of him I will venture the opinion that his sole motive was the good of others, but the mistake he made was in taking up arms. While remembering with Guizot, that "one right is always left to a people, that should never be relinquished, because its relinquishment is the acceptation of servitude, the sacred right of revolution," he should have trusted to the power of truth and argument, and waited in patient hope for the full day's breaking.

"Knowing this that never yet,
Share of Truth was vainly set,
In the world's wide fallow;
After hands shall sow the seed,
After hands on hill and mead
Reap the harvests yellow."

"For with somewhat of the Seer
Should the moral pioneer
From the Future borrow;
Clothe the waste with dreams of grain,
And on midnight's sky of pain,
Paint the golden morrow."

In 1792 the Province was also divided by Governor Simcoe into nineteen counties, of which Middlesex was one, with Lake Erie for its southern boundary The townships received their names when they were surveyed, but there was no municipal organizations of any kind until its introduction by Lord Sydenham in 1841.

After this time the growth and development of our belt of territory was more rapid, and its history emerges from that of a pioneer settlement to that of an enlightened and prosperous community. A reference to reliable statistics is often useful as a retrospect of the past and a source of encouragement for the future. The following table shows the population of the different townships at different periods taken from census reports, the last from the Dominion census of 1871:

POPULATION IN	1817	1848	1852	1861	1871
Aldborough	...	....	1226	2325	3506
Dunwick	....	652	1948	2888	3731
Southwold	900	4443	5063	5467	5559
Yarmouth	400	5748	5288	6166	5563
Malahide	775	4043	4050	5320	5554
South Dorchester	....	1587	1650	2204	2071
Bayham	....	4030	5092	5151	4892
Vienna	....	....	.....	908	593
St. Thomas	....	....	1274	1631	2197
Total		22491	25418	32050	33666

The column for the year 1817 is not added, as it is incomplete. South Dorchester, in 1817, was an unbroken wilderness, Vienna and St. Thomas were parts of Bayham and Yarmouth, and Dunwich and Aldborough, as late as the year 1836, contained, the first 616 and the second 592 inhabitants. The increase on the whole from 1848 to 1871 is about 50 per cent., a remarkable increase truly, showing the adaptation of the territory for the maintenance of a large, active and industrious population.

The County of Elgin had its first existence as a county in 1852. Previous to this, its territory was a part of the County of Middlesex, and it was finally thought that the officials and inhabitants of the Town of London exhibited a desire to not only incur heavy liabilities for the improvement of that immediate vicinity, but to get the lion's share of the profits generally.

MUNICIPAL ORGANIZATION.

The first territorial division of what is now the Province of Ontario was made by Lord Dorchester in 1788 by Proclamation under the authority of a British Act of Parliament. By this division it was divided into four districts, namely:—Lunenburgh, Mechlinburgh, Nassau and Hesse. The Provincial Act, Geo. III., 1792, continued these four divisions, but called them Eastern, Midland, Home and Western. Each District was to have a gaol and court house. The Western District comprised this whole western peninsula from Lake Erie to our northern boundary, and it was once ordered that the gaol and court house should be at Detroit, and soon after at Michilimackinac (Mackinaw, on Strait of Mackinaw).

In 1850 an agitation was commenced in which the leading citizens of Thomas and the lake shore townships took a prominent part, and a new county was created for judicial purposes, under the authority of the Territorial Division Act of 1851. This county was named Elgin, in honor of the Earl of Elgin, Governor-General of Canada, from 1847 to 1854, and who so nobly aided the cause of education during his administration. Lord Elgin was a leader of whom any country might well feel proud. His magnanimity and firmness won the highest respect of his people, while his graceful eloquence lent its force to the promotion of every good work. This was a golden era for the province, and the county of Elgin shared in the general prosperity.

The first provisional Council met in the Town Hall, St Thomas, on the 15th day of April, 1852, and was composed as follows:

Duncan McColl,	Reeve,	Aldborough.
Moses Willey,	Reeve,	Dunwich.
Colin Munro,	Reeve,	Southwold.
Nicol McColl,	Deputy Reeve,	Southwold.
Elisha S. Ganson.	Reeve,	Yarmouth.
Leslie Pearce,	Deputy Reeve,	Yarmouth.
David Parish,	Reeve,	St. Thomas.
Thomas Locker,	Reeve,	Malahide.
Lewis J. Clarke,	Deputy Reeve,	Malahide.
Jacob Cline,	Reeve,	South Dorchester.
John Elliott,	Reeve,	Bayham.
J. Skinner,	Deputy Reeve,	Bayham.

Elisha S. Ganson, (now one of the money lords of Woodland Avenue, Cleveland), was chosen Warden, but resigned on the 22nd July following, on account of differences between himself and the members on the subject of expenditure in erecting the county buildings. Levi. J. Locker of Malahide was appointed to fill his place. Mr. Locker presided over the Council ably and faithfully for the remainder of the year and for the next three succeeding years, when he retired from municipal labor.

The honors of the Wardenship have been, since the appointment of Mr. Ganson, as follows: 1853—1855, Thomas Locker; 1856—1857, Randolph Johnson; 1858—1859, Levi Fowler; 1860, James Armstrong; 1861—1862, J. H. Jones; 1863, Daniel Luton; 1864, George Suffel; 1865, John Clunas; 1866—1871, T. M. Nairn; 1872, John Ellison; 1873—1874, John McCausland; 1875—1876, George Suffel.

John McKay was the first County Clerk. In 1853 he resigned this position to receive the Governmental appointment of County Registrar. He held this position until his death, July, 1876. The present incumbent is Archibald McLachlin, Esq, the founder and for many years, editor and proprietor of the *Home Journal*. William McKay received the appointment of County Clerk in 1853, and has continued to discharge the duties of the office until the present time with diligence and fidelity mingled with courtesy to all.

Wm. Coyne was County Treasurer for the remainder of 1852. He was succeded by Henry Black, who held the position until 1858, when he came to grief as a defaulter to the extent of about $12,000. George T. Claris, Esq., then received the appointment to the duties of this important and responsible office. Mr. Claris brought to the work remarkable financial skill and ability; sterling honesty that no temptation could approach, and that uniform kindness and courtesy which won the respect and esteem of all with whom he came in contact. Although a gentleman of means and not at all dependant upon his salary as Treasurer, he gave his best efforts even during extra hours, to the financial interests of the county. On the death of Mr. Claris in the spring of 1875, Mr. John A. Kains was chosen, who has since discharged the duties of the office to the entire satisfaction of the Council. The executive officers of the county at present, (Oct. 1876), are D. J. Hughes, Esq., Judge of the County Court and of the Surrogate Court of the County of Elgin, and Chairman of the Quarter Sessions, &c., &c., appointed by Government. Colin Munroe, Esq., Sheriff, appointed by Government. Geo. Scarff, Deputy, appointed by the Sheriff. Archibald McLachlin, Esq., Registrar, appointed by Government. Charles Askew, Esq., appointed by the County Judge. T. D. Warren, Esq, Clerk of the County Court, of the Surrogate Court and Deputy Clerk of the Crown; appointed by the Dominion Government. Charles G. Rich, Esq, gaoler, appointed by the Sheriff. Wm. McKay, Esq., County Clerk, appointed by County Council. John A. Kains, Esq., Treasurer, appointed by County Council. A. F. Butler, Esq., Inspector of Public Schools; appointed by County Council with sanction of Education Department. Judge Hughes and Sheriff Munro were appointed when the County was established.

The present County Council is composed as follows:

George Suffel, Warden.
John McKillop, Reeve of Aldborough.
Peter Stalker, 1st Deputy do.
T. W. Kirkpatrick, 2nd Deputy do.
John Galbraith, Reeve of Dunwich.
John Lyons, Deputy do.
Dugald Brown, Reeve of Southwold.
Ewin Cameron, 1st Deputy do.
William Risdon, 2nd Deputy do.
Samuel Day, Reeve of Yarmouth.
James Martin, 1st Deputy do.
Israel Marlatt, 2nd do. do.
David F. Davis, Reeve of Malahide.
Wesley McCausland, 1st Deputy do.
Ambrose Hill, 2nd do. do.
T. W. Dobbie, Reeve of Bayham.
Henry Stratton, 1st Deputy do.
William Backhouse, 2nd do. do.
William H. Brown, Reeve of South Dorchester.
Edward Hegler, Deputy do.
John Ellison, Reeve of Port Stanley.
T. M. Nairn, Reeve of Aylmer.

The progress of the County must continue to be an interesting subject, not only to those who may claim it as their birth place, but to all who find in it a home. This progress is exhibited most clearly by facts and statistical tables which are introduced here for future reference and for a few words of explanatory comment. We have seen that the population increased from twenty-two thousand in 1848 to thirty-three thousand in 1871. This increase has not been as rapid for a few years past, nor will it probably be for years to come, as Elgin is peopled by an agricultural community, and the lands now nearly all settled upon. An accurate census at present would give about 33,000. The social and financial condition of a people however is of more importance than mere numbers.

Total value of real and personal property in the different municipalities in the County of Elgin from the Assessors' rolls and Council Equalization Reports for the following years:

	No. of acres assess'd	Assessed 1862.	Equalized 1867.	Equalized 1870.	Equalized 1873.	Assessed 1875.
Aldborough	78,000	$403 335	$700,305	$971,663	$888.912	$903,502
Dunwich	70,000	469,482	947.506	1,113 255	1,135,420	1,855,665
Southwold	68,600	978,100	1,416,540	1,596,281	1,685,936	2,956.320
Yarmouth	71,000	1,054,356	1.633,423	1,957,478	1,775,037	2,792,517
Malahide	59,400	735.593	1,267,755	1,281,666	1,332 182	1,992,795
South Dorchester	43,200	301,640	638,000	647,250	733,200	1.006 205
Bayham	60,000	601,782	794,388	871,402	719,705	1,506.866
Vienna	.....	85,616	90,650	70,000	60,000	92,623
St. Thomas	.....	.....	.....	.....	.....	.....
Aylmer	.....	.....	.....	.....	85,000	375,347
Port Stanley	.....	.....	.....	.....	.....	115,295

This table gives a view of the relative growth and progress of the county, but is by no means an accurate estimate of the real value in dollars and cents of all the property within its borders. While the increase has been from five to fifteen millions in thirteen years, as per assessors' rolls, it is not an over estimate to say that the actual value is not less than thirty millions of dollars.

ROADS AND MEANS OF TRANSIT.

Garret Oakes, Esq., the entertaining writer of "Pioneer Sketches," tells of his trials in getting a small grist of corn to Long Point and back again, and the remembrance is yet very clear in the minds of other veterans, of Indian trails, miry paths, blazes and corduroys; but the present presents a different picture. Besides the many excellent highways, made excellent by statute labor, there are four gravel roads owned by private corporations, and four railroads. The London & Port Stanley Railroad, running from London to Port Stanley through the Town of St. Thomas, was opened in 1857. It was never a great road but often a great convenience. It was built

mainly by the Counties of Middlesex and Elgin, and is now leased to the Great Western Company for a period of twenty years. During the dull times that followed the financial crisis of 1857-8, traffic was not brisk; and the first ride over the road, enjoyed by the writer, was one, when he had no difficulty in getting a seat, as the only passengers besides himself were Samuel Price, Esq., of Port Stanley, and H. C. R. Becher, Esq., of London. There are now six trains per day, and during the summer season the passenger traffic (chiefly excursion parties to the pic nic grounds on Port Stanley Heights) is very considerable. In the year 1871 were opened the Canada Air Line and the Canada Southern Railways. The Air Line is a branch of the Great Western from Glencoe, in the County of Middlesex, to Buffalo, U. S. This road does not traverse the entire length of the County, but enters it on Lot 8, Routh's Survey, in the Township of Southwold. The River Thames is spanned at this point by a handsome timber bridge 820 feet in length, consisting of three spans of Burr truss, each 100 feet, (over the bed of the river,) and about 260 feet of trestle work on each side. It is about seventy-two feet high, contains about 600,000 feet of (B. M.) timber, and cost about $25,000. The road passes through St. Thomas, crossing Kettle Creek over a similar bridge—through Yarmouth, Malahide, the thriving village of Aylmer, through the north part of Bayham, and thus out of the County. It is a good road, well furnished and managed, and does a large passenger and freight business.

The Canada Southern Railway, completed in 1872, traverses nearly the entire length of the county east and west, passing through every township except Bayham. It is claimed for this road, and with very good show of reason, that its grades are lighter, its line more direct and with less curves, and its equipment better than those of any road in the Dominion. Express trains have been run on this as well as upon the Air Line, during the season of 1876, at the rate of 50 miles per hour including stoppages. From Amherstburgh, on the Detroit River, across this Western peninsula, through forest and fertile field, over chasm and flowing stream, this road is nearly a direct line. The stations in the county commencing at the west are: Taylor, Rodney, Bismarck, Dutton, St. Thomas, Kingsmill, and Springfield. The journey is a delightful one and the passenger coaches are rolling palaces. The earnings of the Southern for the third week of August, 1876, were: Passengers, $14,471.25; Freight, $20,706.30; Mails, Express, &c., $811.72; total, $35,989.17. For the corresponding week of last year the earnings were $26,722.06; an increase of over 30 per cent. All things considered, no county in Canada is more favorably situated for road and railway facilities. But these advantages were not a free gift, nor did they, like Jonah's gourd, spring up in a night. The press and the people of the county put forth every exertion, and spared neither argument, labor nor money. The county aid to the London and Port Stanley road was in the shape of stock, and though the road was an advantage, the stock was not, and it proved a small elephant, bought for $80,000 and sold in 1872 for $5,000. It is not necessary to explain how $80,000 could be reduced to $5,000. The solution of that problem is easy when the peculiar relations existing between the following factors are well understood, viz: First mortgage bonds against stock; running expenses and interest on borrowed money against earnings. The county also aided the Canada Southern by a bonus of $200,000. The by-law warranting this was submitted to a vote of the people on the second day of August, 1870. Railroads are promoters of civilization as well as commerce, and their benefits will endure after all bonus debentures have been paid and wiped out.

EDUCATION.

School privileges were few and meagre for the early settlers. In 1816 a school was established in Malahide, the first in the county; in 1818, one in Col. Burwell's neighborhood, now Watson's Corners, in Southwold; in 1820, one in Bayham; in 1821, one in Aldborough and another in Bayham; in 1822, two more in Southwold and one more in Aldborough; in 1823, one in Dunwich; in 1827, two in Yarmouth, and up to the year 1830 only twenty schools existed in the whole county. In the last mentioned year, Mr. Alexander Weldon, (a teacher in the county from 1833 until 1857), attended as a pupil in a log schoool-house at Watson's Corners, Talbot Street, Southwold. The sons of Colonel Mahlon Burwell were also pupils. A huge open fireplace occupied one end of the room. The furniture was rather primitive, the seats made of slabs split from basswood logs, smoothed a little with an axe. The portraits of the teachers of those times as drawn by those who then pursued knowledge under difficulties, are quite in keeping with the school houses. Mr. Weldon was desirous of studying grammar, and as "love" is the word with which young people begin, he asked the teacher if it was a verb. Teacher replied, "*he guessed it was.*" Mr. Weldon had to conclude that whatever luck the teacher might have in "guessing" on "love," he really knew nothing about grammar. He had better advantages in teaching arithmetic, as he had two ways of deciding whether a question was solved correctly: one was to resort to a key, and when this was not at hand to "guess" at it. As far as the benefits to the pupils are concerned, these two methods should be considered equally satisfactory. Certificates were not in fashion then, and visions of county boards of examiners troubled not the dreams of pedagogues.

To exhibit the growth of our educational machinery since then it will be sufficient to take a few periods a number of years apart,—without studying its development—for each successive year. In 1847 the total amount expended for school purposes was, Aldborough $500.00, Dunwich $656.00, Southwold $2248.00, Yarmouth $3600, Malahide $2240.00, Bayham $1864.00. Total $11,128.00. We have no classification of the school houses, but as late as 1852 there were two brick, 73 frame, and 22 log—total, 97.

A tabular view gives the most information in the least space:

Year.	Amount paid Teachers.	Buildings and Repairs.	Total for School Purposes.
1847			$11,128
1852	$13,532	$ 3,800	20,756
1855	21,184	8,692	31,524
1861	22,277	6,704	26,823
1868	26,825	4,967	34,397
1872	27,527	10,162	41,821
1876	38,762	16,177	64,287

The above figures are very significant, and to those interested in the welfare of this particular portion of "this Canada of ours," very encouraging. The decrease from 1855 to 1861 is owing to the Russian war and inflations of currency, and the depression that followed the financial crisis of 1858. The classification of school houses gives 70 frame, 33 brick—log, none. Sixty new school houses have been built since the passing of the School Law Improvement Act of 1871; indeed the transformations by the weird wands of fairies and conjurers, to be read of in wonder book, for the children, are no more complete and much less gratifying than those wrought in school accommodation under the operations of this law, by the liberality of the people. The average of the salaries of male teachers in 1852 was £60—$240, and in 1876 over $400 per annum. Salaries at present are not at all commensurate with the true dignity and importance of the teachers' profession, but such is the excellence of our educational system, and the scholarly ambition of our young people, that teachers are many, and the consequent competition for places prevents a higher remuneration.

In the latter part of the year 1865, Rev. Egerton Ryerson, then and for many years Chief Superintendent of Education, in making a tour of the Province, held a convention in the Court House, in St. Thomas, for the purpose of conferring with the people upon proposed school legislation. His views upon some points were strenuously opposed by some of our local leaders, who, by the way, were not a match for the Chief on his favorite topics, his final reply being a specimen of eloquence. graceful, earnest and convincing. The main features of the Act of 1871 were afterwards submitted by him and fully approved at a similar convention largely attended by leading men and educators from all parts of the county, held in the Court House, in St. Thomas, February 19th, 1869. I will close this brief summary by recording the fact, that this year of hot summer weather, 1876, witnesses the many flattering and favorable notices from the American press, and from distinguished foreign educators, concerning the educational exhibit of Ontario at the Great Centennial or World's Fair in Philadelphia.

HOMES AND HOME SURROUNDINGS.

This is a topic the value of which cannot be correctly estimated in bushels, pounds or dollars. In the early times the settlers had to be satisfied with the cabin in the wilderness, or the log hut in the clearing. Contentment and true happiness, however, were perhaps as often found as in the brown stone mansion of Euclid Street or Fifth Avenue; and these words of Mrs. Moodie in the Third National Reader were often realized if not uttered:

> "Our hut is small and rude our cheer,
> But love has spread the banquet here."

Elgin has now its town, village and country homes, where taste, skill and wealth have combined to make attractive the resting place to which the weary return as doves to their nests. In many a noble farm house now may be found books, pictures, musical instruments and furniture of luxurious and costly design. There literature offers its winning and lasting solace from care; art pleases the eye and refines the taste, and music with its silver sound exerts an ever potent charm.

THE TOWNSHIP OF BAYHAM.

THIS is the most easterly township of the county, and contains 56,704 acres of land.

EARLY HISTORY AND SETTLEMENT.

About the year 1812, Joseph De Fields and James Gibbons built their log habitations on Talbot Street, (then a blazed path through the woods), between the two Otter Creeks. This Mr. De Fields was a man of sufficient importance and usefulness to deserve a more definite notice, but he left here no descendants bearing his name, and the writer is unable to say more than that he lived for some time there, kept a house of entertainment near the banks of the Big Otter, was one of the early magistrates, married couples occasionally, and was a sort of social and legal adviser generally.

In the south, at the mouth of the Little Otter, were Hollowood, Hutchinson and Thomas Edison. The space between the Otter Creeks, on Talbot Street, seems to have had special attractions, as it soon became the home of Bowes, Mitchell, Henry High, George Franklin and others. In 1816, James House came from Ancaster and settled south of the Street in the east part of the township; his was the only house at this time between the Street and the Lake Shore Settlement. Mr House is one of the surviving veterans of 1812, and drew his pension from the government at the hands of Col. McPherson in the Town Hall, St. Thomas, October, 1875. He says he thought Nicholas Philips and Joseph Marsaw would make good settlers, and he moved them with an ox team from Ancaster in 1817. Mrs. Sheriff Garnham, the wife of the enterprising and hospitable proprietor of Garnham's Mills, is a daughter of Nicholas Philips.

If on the way from Straffordville to Eden you turn off the Plank road, near a little white church, and drive east a few rods, you come to the well cultivated farm and well-kept cosy residence of Samuel Howie, Esq. Mr. Howie is now 86 years old, is kind, courteous and clear headed, was married in 1815, and in 1817 came alone to the farm where he now lives, alone, because there was no shape of a human habitation upon it, and with husband-like devotion, he commenced work with his own hands to put up a comfortable cabin before inviting his wife, who was with her friends near Niagara, to share his forest home. For several weeks while building the cabin, his lodging place was under a pine root where he extemporised a bed of pine shavings. He slept soundly, although there were many wolves and bears in the region, killed many of these animals, and describes them as being very fond of mutton and pork. His first taste of bread from genuine flour was obtained by balancing two bushels of wheat across his ox yoke, and thus getting it with the help of the oxen to Jesse Smith's mill, on Teal's Creek, a small stream near Vienna. The gullies were so steep that a load could not be drawn upon a wagon or sled. In reply to the question how he ground his grain before this, "jammed it," said he, with a gesture that brought at once to mind the stump mill as described by Adoniram Davis, Esq. Mr. Howie obtained his land of Colonel Talbot, helped to establish a school in the neighborhood in 1830, and has settled five sons on good farms near his own. He served in the war of 1812, (see reminiscences), and gives a very graphic and accurate description of the Battle of Queenston Heights and the burials of Generals Brock and Macdonald. The interview with Mr. Howie was an encouraging one to the writer of these notes, as a proof that a man may accomplish much, go through much toil and hardship, and yet by abstaining from excesses and keeping a clear conscience and a cheerful mind, may retain till near the close of a century, his health, his intellectual faculties, and what is no less worthy of preservation to the last, his kindness of heart and good will towards all mankind.

RICHMOND

On the Talbot Road near the Big Otter possesses some historic interest as one of the oldest villages in the county, much older than Port Burwell, Vienna or Aylmer. In 1816 Caleb Cook settled here, and Noah Cook soon after built a saw and grist mill on the Little Otter. In 1819 William Fisher built a store and ashery, and Mr. Spohr started a tannery not long afterwards. There were two or three stores, two tanneries, two hotels, &c., before the rebellion of 1836-7, and from 1845 to 1855 Richmond was a larger place than its now successful rival, Aylmer. Fires, the decay of the lumber trade and the diversion of the traffic to other centres are the causes of the cessation of its growth. In the highly interesting and popular work, "Life and Times of William Lyon Mackenzie," mention is made of a riot at Malahide and the Riot Act having been read there. This is a slight mistake; the event referred to took place in Richmond. The Reformers or "Rebels" as their opponents called them, from Yarmouth, Malahide and Bayham appointed a convention in Richmond, to be addressed by George Lawton and others. The meeting was held and the speaking completed in order, and the matter would have ended peacably had not some individuals of the two parties come in collision afterwards. The particulars may now be obtained of many who were present. The Riot Act was really not read for the reason that as soon as a magistrate, Doyle McKinney, Esq., put his head out of the window to read it to the crowd, he was seized by B. Cooke, Esq., by the back of his coat collar and some other part of his clothing convenient to balance him properly, and suddenly ejected down the staircase Riot Act and all. There was some fist skirmishing, but no lives lost. The party who went there to hold the meeeting held it; they were attacked; they resented it, then mounted their horses and went home.

During or about the year 1820, the Forge Road in the north of Bayham was settled by James and John Crosset, Andrew and George Dobbie, and James Bentley. At this time not a tree had been cut where now stands the town of Tilsonburg. T. W. Dobbie, Esq., the present Reeve of Bayham and former representative of East Elgin, is a son of Andrew Dobbie; the brother George, also James Bentley, Esq., are still living on the old homesteads. At a little before 1820, the Ostranders and James Boughner settled near Eden; Christopher Hunsberger and Aaron and John Culp on the Street west and east of Straffordville.

THE GEOGRAPHY

Of the Township of Bayham is intimately connected with the history of its settlement and will, therefore, demand some notice here. The Big Otter, a stream large enough to be called a river, enters the township by its branch at the north, traverses it the whole length and empties into the lake at Port Burwell, a point at about the centre east and west. It has three main branches or forks, two of which form a confluence just above Richmond, and the third joins their waters at a short distance below. These branches are superior mill streams, and in high tide in the spring the whole system forms nature's great timber thoroughfare to the lake, and thence the wealth of the forest easily make its way to the American and other foreign markets. The timber in the south on the west side of the creek is hardwood and pine and the soil excellent, and the same may be said of the north belt through which lies the Forge Road; the remainder comprising a large portion of the township is timbered with small pines, hemlock and small hardwood, and the soil too light and sandy to repay largely the labor of cropping. The Little Otter, proper, only flows through the southeastern part and empties into the lake about one mile east of Port Burwell. One of the branches of the Big Otter sometimes goes by the name of the Little Otter. The scenery along these streams is decidedly "*up and down*," but to the admirer of Nature's loveliness, romantic and interesting. When the golden glories of Autumn come on, or still later, Indian Summer, the gullies, glens and banks and ravines afford variety to delight the eye and charm the imagination. They are wild and winding, and fringed, covered and ornamented with trees, trees, trees, in wild profusion; not huge forest trees, suggestive of firewood, saw logs or square timber, but nature's own ornamental trees intermingled in every fantastic way, their tops twining and embracing and sometimes festooned with vines of wild grape or dulcamara; poplar and hemlock, cedar and sycamore, elm and stunted pine, inonwood and maple, clad iu hues that for variety and richness the canvas of the artist may not approach.

It was not, however, the beauty of these, (all persons may not see beauty in them), but the commercial value of the pine forests that brought settlers to Bayham after 1830. At about this time, beginnings of villages were formed at Port Burwell at the mouth of the Otter, and at Vienna, at the head of scow navigation on the same. Many mills were built, and especially from 1840 until 1855 lumbering was the industry of Bayham.

Port Burwell was surveyed in 1830 by Colonel Mahlon Burwell, of whom we have spoken in the general sketch of the County. In 1830 there were but two houses in the place, one occupied by Mr. Foster and the other by the Custom House Officer, Mr. Draper. In 1832 a tavern was built by Mr. Hollowood, and soon after Col. Burwell, who proved from first to last the staunch friend and patron of the Port, organized a Harbor Company, built an Episcopal church and endowed it with 600 acres of land. Peter Macdonald and George White, both carpenters and builders, also came, and in 1836 the village numbered about 200 inhabitants. From 1840 to 1850, oak trees were put under contribution, and business was staving. The shipments to the Quebec market were about 100,000 pipe and 4 to 600,000 West India staves per year; the exact number in 1845 was 109,658 pipe and 624,707 West India. The pines, however, greatly outnumbered the oaks, and although an extensive raid was organized against them, they furnished much employment until about the year 1872. In 1849 there were twenty-nine saw mills in the township, and in 1851 the first steam whistle sounded in the Port. Hamilton's mill, on the island, was built by Brainard in 1853, destroyed by fire in 1873, and not rebuilt. Shaw and Williams' mill, also on the island in the Otter, would cut 40,000 feet per day. Brunson's, under the management of A. T. Cutler, Esq., cut immense quantities. There is not now a single saw mill in Port Burwell, nor six in the whole township doing any considerable business, but their teeth of steel did in their time cut untold millions of feet of excellent lumber that found its way over the waters of Lake Erie to the busy marts of the world. From two to four hundred vessel loads were sent per year. Much also was sent uncut in rafts sometimes two miles long.

SHIP BUILDING.

This industry was probably more extensive in Burwell than at any other port on the Lake. Through the kindness of G. W. Pontine, Esq., we are able to give the names and the tonnage of nearly all the vessels built and launched there until the present time. The master builders of many of these were G. W. Pontine and Lemuel McDermand. Some went to the old world and were sold, and all would compare favorably with those of the same class built at any other port. This list will be interesting, as it is closely connected with the commercial history of the South of Bayham. The names are various and suggestive. Some are suggestive of patriotism, some of political bias, some of personal friendships, and some of paternal love,—a noble sentiment truly, and not wanting here if we judge by the proportion christened after pretty school girls, some of them now school teachers, teaching their pupils Whittier's noble poem, "The Ship Builders," while their namesakes are actually carrying

> "The prairie's golden grain,
> The desert's golden sand,
> The clustered fruits of sunny Spain,
> The spice of morning land."

The capitalists whose enterprise has forwarded this industry are Messrs. Youell, Emery, Foster, McBride, Suffel, Hamilton, and perhaps others.

The figures indicate the year and the tonnage, thus, 68—150 means built in 1868, and tonnage 150.

From 1834 to 1846 were built the Sir Robert Peel, Lady Colborn, Chapman, Amity, and Royal Tar, then Sterling, 47—48; Hagard, 48—81; Royal Oak, 49—58; Pine, 50—88; Ada, 60 54; Florence, 61—199; Almina, 62 -173; Ellen Theresa, 62—77; D. Cornwall, 62—338; D. M. Foster, 63—251; Homeward Bound, 64 - 106; Laura Emma, 64—40; Arabian, 66—138; Sarah Jane, 66—174; George Suffel, 66—75; A. C. Storrs, 66—145; W. Y. Emery, 66—154; W. W. Grant, 67—163; Two Brothers, 68—137; Leviathan, 68—91; D. Freeman, 69—193; Argo, 70—118; Ariadne, 66——; E. A. Dunham, 70—75; Vienna, 71—166; Edward Blake, 72—328; Clara Youell, 72—269; Lady Dufferin, 72—356; Craftsman, 73—210; Lady Macdonald, 73—284; Erie Belle; 73—319; Lilly Hamilton, 74—320; Mary Ann Lynden, 74—245; Grace Amelia, 74—199; W. G. Suffel, 74—238; Annie M. Foster, 74—77; Hercules, 75—240.

The harbor has been supported wholly by company enterprise and its own income, until, in 1875, Mr. Macdougall secured a Government appropriation of $10,000.

Port Burwell at present is a pleasant village of about 700 inhabitants. It is beautifully situated, chiefly on the east side of the Otter, and when approached from the west, greets the eye with the masts and spars of shipping—the spires of churches—the neat, white dwellings, the shaded streets and the big blue water. A strong agitation is going on at present in favor of the proposed Brantford and Port Burwell Railway—already in operation as far as Tilsonburg. Should it be completed, the port may become a favorite watering place—new channels of trade may be opened and business become active as in the days of staves, spars, and saw logs.

In 1851 the plank and gravel road was completed from Port Burwell to Ingersoll. This thoroughfare greatly facilitated the movement of timber and produce to the lake being a main trunk line through the township north and south. The old village of Sandy town was in existence before this time on the lot taken up by C. Hunsberger, on Talbot street, about half a mile west of the present village of Stratfordville. This last, and Eden, five miles further north, are due to the construction of the roads. They were both lumbering stations, the last chiefly built by E. Gray, Esq., of whom a short personal sketch is elsewhere written. Corinth is the newest village in the township and the last for us to mention. It is a Station on the Air Line Railway—in the north-west corner near the Malahide line, was built up from 1871—contains one general store and post-office, kept by Wm. Moore—other stores, hotels, shops, &c.

EDUCATION.

There are 6 brick and 9 frame school houses, nearly all comfortable and creditable to the sections in which they stand. Sections 3 and 7 have lately completed superior brick ones, with improved furniture manufactured in Vienna, and the schools in Eden and Port Burwell are large, and very efficient and popular. The building in Burwell is a two-story brick, with four excellent rooms—well supplied with shaded play-grounds, a good library and extensive apparatus. In its furnishings it stands among the first in the county. The staff of teachers consists of Mr. Woodworth, Miss McBride, Miss Hamilton, and Miss Gauld. The Eden School house is a beautiful two story brick. The Principal is N. Stilwell, Esq., late of the staff of London Commercial College, ably assisted by Miss Alzina Chute.

THE VILLAGE OF VIENNA.

A portion of the farm of Isaac Smith was surveyed in village lots in 1830 by Col. Burwell, and other territory adjoining by Daniel Hanvey of St. Thomas. Col. Burwell was desirous of naming the place Shrewsbury, but some of the inhabitants caused the name Vienna to be registered and Vienna it is. The development of the stave and lumber trade caused a rapid growth, and in 1850 it was one of the most stirring business places in Western Canada. Its situation favored this—surrounded as it was by forests of pine and oak with the Otter Creek, navigable to the lake, passing through it, along whose winding banks were excellent facilities for piling and shipping these rich native products of the township. In those palmy days of prosperity the piles of lumber reached from the Francisco House to the foot of Teale's Hill. There were sixteen general stores all doing a good business, and the usual complement of shops with workers in iron, leather and wood.

There are two prominent causes for the difference between the past and present: devastating fires and the decay of the lumber trade from the consumption of the timber, In the spring of 1855 or 6, nearly the whole of the business part of the village was swept away, and never wholly rebuilt; and twice during the year 1867 the torch of the incendiary was applied, each time far too successfully.

At present the village contains four general stores, four shoe shops, two blacksmith shops, two foundry and machine shops, one tannery, one carding and fulling mill, one woollen factory, one flouring mill, one plaster mill, two steam saw mills, one cabinet factory and planing mill, and two hotels.

The High and Public School Building is commodious and substantial, located on a commanding site, and withal is an institution highly creditable to the spirit and taste of the people. The present Head Master is Mr. Jas. Morgan; 1st Assistant, Mr. Cook. Principal of P. S. Department, Miss Annie E. Thornton; 1st Assistant, Miss M. Young; 2nd Assistant, Miss Nellie Wrong. The school has educated many of the teachers in that locality, and has been a great boon to Vienna and the surrounding country.

Although not at present progressive in a business point of view, Vienna is yet on many accounts a pleasant place for a home: It is romantically situated in the valley of the Otter, sheltered on three sides by sloping hills, and blest with pure water and a healthful atmosphere.

THE TOWNSHIP OF MALAHIDE.

THIS Township lies between Yarmouth and Bayham, and is bounded on the north by South Dorchester and on the south by Lake Erie. It contains about 6,000 acres of land, and received its name from Col. Talbot in honor or remembrance of the baronial Castle of Malahide in Ireland.

The earliest settlers were the brothers, William, Andrus, Daniel, Simeon and Joseph Davis, who emigrated from the State of New York about the year 1810. A few others came before the War of 1812, the writer is not certain how many, but among these were Noah Davis, cousin of the former brothers, Stephen Leek, Henry House, Isaac Crane, Daniel McKinney, Isaac and Thaddeus Ostrander, Onesimus, G. and Thaddeus Bradley, Wm. Teeple and John Vanpatter. Little more than a brief mention of their names can be given here; volumes would be required to give in detail the story of their privations and their labors before causing this wilderness to bloom. They were worthy fathers and their dames were worthy mothers, and their descendants now, numerous, wealthy and respected, inherit the paternal estates and reap the golden harvests. William Davis emigrated from Albany in 1809 and settled on Lot No. 2, north side of Talbot Street, west of the Teeple farm. His first house was a log one, and the mill which he built for the supply of flour and meal for home consumption, was of a pattern not seen at present. His family consisted of nine sons and three daughters, and a traditionary description of this mill was thus given by one of the sons, A. J. Davis, Esq.: A large sound stump with the top as nearly level as possible was first selected, a fire kindled in the centre of the top and the circumference kept wet while the fire was burning. This plan, of course, soon hollowed a mortar, which had a very solid foundation. In this hollow was placed the wheat or corn to be brayed into flour or meal. A spring pole in the position of an old-fashioned well sweep was then rigged above the mortar, and to the end of this pole at a proper angle with it was fixed another, a sort of dependent pestle reaching nearly to the grist. The motive power was not steam or water, but human muscles. A rope ending in a sort of stirrup reached from the spring pole which was worked with the feet and hands. The New England Mills, now in St. Thomas, will grind 300 bushels of grain per day; this mill would not grind as much. There were at the time, however, no better ones nearer than Long Point or Port Talbot. Deacon William Davis lived on this farm until his death at the age of 80 years. He helped to chop the trees in the roadway between St. Thomas and Aylmer; served in the War of 1812; organized the first Baptist church in the county, and lived an honorable and exemplary life. Andrus Davis once remarked that his effects when he came to Talbot Street consisted solely of a one dollar bill and an axe. At his death he possessed 900 acres of excellent land, personal property, money at interest, &c., all made by enterprise and honest industry.

His neighbour, Wm. Teeple was also the Deacon Teeple of whom we have all heard—his farm was the one now owned by his son,

L. D. Teeple, Esq. Samuel Harper settled on the street east of Aylmer, and also with Mr. Bradley, served in the war of 1812. The lot selected by Mr. Vanpatter was on the north side of the street, and is now occupied by the flourishing portion of Aylmer, known as Walkertown. About the year 1816 three or four families of settlers carried their scanty luggage across the gullies from the Long Point country to the Lake shore, first concession, now Nova Scotia street. They were Nathan Lyon, Elijah Edward Saxton, —Griffin, Gilbert Wrong, and Colonel Backhouse. Mr. Lyon, then a small boy, came to Grimsby from New Brunswick in 1801—he lived respected by all who knew him, to the ripe age of 86 years, on the homestead at Grovesend. John Marr, Sen'r, settled in 1821 on the farm now owned by Asa Marr, Esq., on Nova Scotia street. A few from the Long Point settlement drew lots of Col. Talbot, on Lake Shore, but did not become actual settlers. These were the Butlers, Wyckoffs, and others who sold to the settlers from Nova Scotia, who came later, —the Chutes, McConnells and Saxtons—two or three families only, but pretty extensive families, as it now appears—families, however, who came for a purpose, and it may be truly said that the country is better for their coming. The first drive enjoyed by the writer down Nova Scotia street from Copenhagen to Port Burwell, chanced to be in the exuberant month of June, when farms put on their richest and most promising attire. The timothy grass was as high as the fences—a green sea of verdure—dark hollows were chasing sunny ridges on waving wheatfields—rich and cosy farm houses were seen half hidden by fruit and evergreen trees, with now and then the blue lake in the distance, all making a picture that caused these lines of Mrs. Hemans to make music in our ears,—

> "We will rear new homes under trees that glow
> As if gems were the fruitage of every bough;
> O'er our white walls we will train the vine,
> And sit in its shadow at day's decline,
> Or watch our herds as they range at will,
> Through the green savannahs all bright and still."

Fifty years have wrought a change. These people did rear new homes, and they are homes of taste and refinement.

The Summers, Cascaddens and Laurs were the early settlers on Talbot street east of Aylmer, and in 1830 David Hunt and Thomas Kilmer located on the 8th Concession. In 1816 John W. Beemer, Esq., settled on what is now known as the Tozer farm. The first saw and grist mills in the settlement, except of the kind previously described, were built in 1817 on Catfish Creek by Andrus Davis and John D. Brown. They were sold to James Brown, Esq., and are now, or rather others upon the same site, the property of Hiram Johns, Esq., of Orwell. The first frame house was erected by Simeon Davis for a "way-side inn," not the one of which Longfellow wrote; it is now used for a barn and driving house, and may be seen near the white cottage of Mr. Baker, a little west of Aylmer. In 1817 the lots on Talbot street were all taken up, nearly all of the 1st Concession, also nearly all of the 8th and 9th Concessions. There were then about 775 persons in the Township.

The shore of the broad blue lake skirting the south of the township tells a tale of early promise—promise that was not wholly fulfilled. As early as the year 1812, Colonel Backhouse, then living at Port Rowan, purchased a lot at the mouth of that beautiful and romantic stream called Silver Creek; built a saw mill in 1814 and a grist mill in 1816. These were the first mills, besides stump mills, in the township, and were for a time a great assistance to the settlers. They were standing in 1827, but now have gone down to decay; the mill wheel has fallen to pieces, and a quiet, broken only by the purling waters, hangs over the ruins. The lot is now a farm of one of the grandsons of the Colonel, and the mouth of the creek is the fishing ground of the eccentric and comical Jake Berdan. The vicinity of the mouth of the larger stream, a little west, was settled in 1817 and possesses some historic interest, from the fact that it was the early home of the late Dr. John Rolfe. The natural scenery along the bank of the lake here, before white man ever set foot upon its shore, was magnificent and picturesque, indeed worthy of the pencil of the painter or the pen of the poet. There is good reason for believing that this is one of the streams that afforded a landing place for Charlevoix, the romantic and enterprising French traveller, in 1720. It is certain that this gentleman with his attendants, journeyed the distance of the Lakes Ontario and Erie in those small boats, used by the French *habitans*, called batteaux. These were so light that they could be carried overland, and were thus carried along the shores of the Niagara and St. Lawrence rivers, which from falls and rapids were not navigable. To him we give credit for the early name of this stream, "River Barbu," which though at present less expressive than Catfish, is certainly quite as euphonious. I am not aware who first applied the name Catfish Creek, but many of us have seen taken from it the scaleless dark looking specimens suggestive of this. About two thousand acres of land on the west bank of the creek, came in possession of Col. Hale, father of the late Edward Hale, Government Secretary in India. The Colonel made over the land to his sons and refused to sell any at the mouth of the creek, as this being the best lake outlet of the rich timber region to the north, he saw there a city *in futuro*. Henry Dalley purchased a farm on the hill about half a mile west of the present site of Port Bruce, and by advocating the feasibility and great advantages of cutting a new channel for the stream to make a better harbor farther west, managed to sell a number of lots, lay out a village and call it Davenport In 1835, there was a general store kept by James Mihell & Co., hotel, tailor and blacksmith shop, &c., &c. In the same year a line of railway was surveyed by Daniel Hanvey, Esq, of St. Thomas, from Davenport to London. The ruins of the village are there now, and on one of the old buildings the half effaced sign of the above firm, in fact Davenport was a place of great promise, but small fulfillment. The Dalley farm now invites the second look from the passer by, and with its hedges and beautiful trees of cedar and chestnut seems to require only money to make it like one of the "stately homes of England."

The channel of the Catfish was not changed, and Port Bruce from 1840 to 1860 was a village and a shipping port of considerable importance. In 1851, Amasa Lewis, Esq., commenced buying grain there, bought that year at 62½ cents per bushel and built a dock from which to ship it. There was a large trade in lumber and staves, (this was a staving period in the history of Malahide and Bayham), but the roads were very bad and teams had to unload on the bank of the creek a long way this side of the Port, and the cargoes were from here scowed down to the vessels; finally a bee attended by forty men cut the road so that Lewis dock was approachable In 1855 a Government agent visited Bruce and the result was a gratuity of $6.000 for the improvement of the harbor. In the same year the Aylmer and Port Bruce Gravel road was completed. It was built by a company several of whom are living in Aylmer at present, and although they made no shekels by building it, the enterprise was a great help to the township and marked an era in its prosperity. The "Gravel" is a good road yet and toll gates are abolished. The company mortgaged it to the township, and the corporation, about the year 1860 took it in payment of the debt—sold it with the harbor in 1869 to Sheriff Munro and others—bought it back and removed the gates in 1874. If these sketches aare faithfully written they must tell of places that are not what they once were, though triumphant progress has been made by the county as a whole. One of these places is Port Bruce—its glory and wealth have departed and gone to Aylmer. The Davises, Martins, Lewises, Nickersons and others no longer haunt its historic shores, the schooner *Nettie Davis* though built there comes there no more—the warehouses are deserted—there are no more jollifications at boat launches, and no more do long processions of wheat laden wains go down the gravel road. The reason for this is the simple fact that the staves and the lumber are gone, and the railways carry the grain.

This completes our notice of the points of the earliest settlement. The Vannelsors and others settled near the Bayham line, 4th Concession, in 1830, and the McCauslands, staunch and reliable men all of them, near Centerville in the same year. The Hill brothers located in 1840 where they now are—they found the locality a wilderness, they have by skill and industry made it what it is; they have well cultivated farms—excellent water power—have cut a great amount of lumber, and are now doing a good flourishing business. The concessions were settled from time to time, very few lots remaining in 1845. The population in 1848 was 4,034; in 1853, 4,050; in 1861, 5,320, and in 1871 5,550. The population by places of birth is from England 350, Ireland 154, Scotland 82, New Brunswick 54, Nova Scotia 146, Ontario 4,448, Quebec 26, Germany 13, United States 257. The records of the township and other documents have been twice burned during the Aylmer fires or other interesting statistics might be given.

ROADS.

The days of corduroy and stick-in-the-mud are past, and few townships can now boast of better roads; many have been well graded and gravelled by township grants and statute labor, and the Air Line and Canada Southern Railways have important Stations, the first at Aylmer and the second at Kingsmill and Springfield.

EDUCATION.

The first school established in the county was in Malahide, at what is now called Rodger's Corners, and the township has also the honor of raising yearly a larger sum for educational purposes than any of its sister townships. There are now 9 good brick school houses and 9 frame ones, and those at Springfield and Centerville are exceptionally excellent.

VILLAGES.

The central village of the township is Aylmer, but as this is now an independent corporation it will require a separate notice. Port Bruce is a post village and harbour at the mouth of Catfish Creek, 10 miles south of Aylmer. Luton is a post village in about the geographical centre of the township, on the 5th Concession. The school house here is a brick one, with class-room, improved furniture and apparatus. The present teacher, R. C. Inglesby, Esq., has brought the school to a superior state of efficiency. Mount Salem is a small post village on the 4th Concession, and on the Stage Road from Aylmer to Gravesend. Springfield is the second village in size in Elgin, and the third place in size and importance in the whole county It is situated on the line between Malahide and South Dorchester—it is 5 miles from Aylmer and 17 miles from St. Thomas—is an important Station on the Canada Southern Railway—its modern growth is coeval with this railroad, and has been almost unprecedented since 1871. At about the same time it was first known that the C. S. R. would pass through Springfield, Mr. James Garrett purchased a farm on the Malahide side of the town line. This farm now contains the Station grounds and many fine buildings and well settled village lots, and Mr. Garrett in all probability made many shekels by the operation. The Clunas and Yoder families were among the first settlers, and for a long time it was only a small post village known on the maps at Clunas Post Office.

There are now oatmeal and flouring mills, lumber and shingle mills, hotels and many stores and shops. The Methodist bodies have churches here and the farm of John Cooke Esq, a little west is the resort of the mammoth camp meetings. The school house is a noble two story brick one with four excellent rooms, and it is only simple truth to say that Mr. Burdick the principal, stands at the head of his profession. The manufactories will be noticed in another place.

On the whole, Malahide is a good township. Its assessment is nearly two millions, and this does not of course represent the true value of the property. The belt of soil along the lake is a sandy loam, timbered with oak, chestnut and other hardwood. An extensive belt of pine runs through the centre east and west and the north is a heavier soil of clay and gravelly loam, timbered with beech and maple, at one time interspersed with gigantic white pines. The timber alone of the township had it been spared and sold at the ruling prices of 1870-71, or the Cleveland and Albany prices of 1865, would have brought much more than the assessor's roll represents at present. This, however, is no just cause for regret, as civilized homes are of more value than money. The central part of the township near the Yarmouth line, contains yet a valuable tract of pine timber nearly all owned by Albert White, Esq. This locality, before saw mills were built, was the paradise of the hunter and the trout fisher. Crystal springs gush from the hill sides and form clear purling streams that wind through romantic ravines westward to join the Catfish. All these literally swarmed with fine trout, but the sawdust, and the warming of the water by cutting away the forests and the decemations by the angler's hook have made them few and far between.

THE VILLAGE OF AYLMER.

Is located 12 miles east of St. Thomas, and is one of the pleasantest and most flourishing villages in Ontario.

EARLY HISTORY.

Up to the year 1830 there were but slight claims to the title of village. The northwest corner across the creek was occupied by the log house of Mr. John Vanpatter, Mr. Norris, the tanner, lived not far from the residence of Samuel York, Esq. The southwest corner was the farm of the widow Vanpatter, and the old log house with a rude-looking old-fashioned log verandah in front, occupied the site of the present Town Hall. The southeast corner was taken up by Mr. Dakins, and a little east on the street lived David Adams, and the northeast corner lot, first bought by Noah Davis, had in the early times various owners. In 1830 John W. Bemer, Esq, now living at his residence among the trees one mile west of Aylmer, and for many years a magistrate in the vicinity, erected the first building for a general store—Hodgkinson & Keith were the first merchants; this store was on the site of Mr. Arkell's brick building, and was burned in 1858. In 1833 James Adams started a tailor shop—R. Mott a harness shop, and in 1834 Nathan L. Wood built the frame hotel now occupied by Hiram Brown, Esq. Mr. Clayton bought the southeast corner farm, and his son, the late and highly respected Peter Clayton, opened a small store on the south side. The Aylmer fires have from time to time swept away all of the old buildings except the corner hotel and James Adams' tailor shop now the residence of William Monteith. The old red house of Mrs. Norris after escaping by a scorching in 1863, yielded at the second sweeping of Martin and Nairns' corner in 1874.

The village was first called Troy, but this was the name of an American city, and in those stirring times just before the rebellion of 1837 we may well imagine feelings of strict loyalty on the one side and a desire for reform or independence on the other, were carried to a pitch amounting to bitter contention in nearly all matters. In 1835 a meeting was held in Caswell's waggon shop to decide upon a name for the place. A majority were in favor of Troy, but the name Aylmer, from Lord Aylmer, then Governor General, was in some manner sent to the Post Office Department. It is a good name however, the only inconvenience being that there is in the Dominion a much larger Aylmer, a city in Quebec, and mail matter often finds

its way there by mistake. The post office was established in 1837, and Philip Hodgkinson was its keeper from this date until 1875.

Roads were bad, and money was scarce. Mr. Brown tells us of a mud hole west of Aylmer that reached to Orwell, of an almost impassible swamp east, and of corduroy south. Philip Hodgkinson describes the currency as a bundle of shingles (split and shaved), a hundred feet of pine boards, or a bushel of wheat as $1.00 Malahide currency, which was worth 75 cents in store pay or 50 cents in cash, and usage and necessity legalized this for a time. The early merchants were John and Philip Hodgkinson —Mr. Keith—Peter Clayton—Wood and Waring—and Wood and Kirkland. In 1854 Martin and Nairn went in business, and at about the same time the Murrays, and Arkell and Campbell; James Little, Esq., also sold goods in his brick building, south side for a time.

THE AYLMER FIRES.

From various causes—incendiarism, spontaneous combustion and accident—dwelling and business sites have often been left bare and blackened, but the ground has usually been again covered with phœnix-like vigor. In 1858, the corner store and post-office owned by Philip and John Hodgkinson, were burned; in the winter of 1863, Martin and Nairn's corner including a long row of buildings, were in about two hours licked up by the darting fiery tongues of flame; in the spring of 1864, the centre of the block on the south side, then occupied by Ira C. Lee and others, shared the same fate; the corner a little east, usually ocupied by a hotel, has been three times cleared since the first clearing by the woodman's axe; in the spring of 1872, Mott's Corner with the old National Hotel was burned; in 1874, the whole street on the north side commencing east of Arkell's brick store, was reduced to heaps of ruins, and a few weeks later, that commodious 3 story frame building just finished and furnished for a hotel by Henry Martin, Esq., after much labor, perseverance and expense; indeed, among those who have given the vigor of their lives to business in Aylmer, this latter gentleman seems to have had more misfortunes than he deserved, for with his partner, T. M. Nairn, Esq., besides several other heavy losses he has twice lost several buildings on which there was but very little insurance.

AYLMER AT PRESENT.

On the 22nd June, 1871, a By-law was passed for the incorporation of the Village of Aylmer. T. M. Nairn was chosen Reeve by acclamation, and this position he holds at present. Of the fitness of this choice and the successful efforts of this gentleman in behalf of this village and the whole adjacent country, we will speak more at length in a personal sketch. The recent rapid and healthful growth of Aylmer is owing to several causes. It is surrounded by a rich agricultural country, peopled by an intelligent and progressive community, and its own people are of the same character. The Vanpatter property, in the region of the school house, so long open to commons, was surveyed in lots and obstructions removed to getting titles to the same, through the enterprise of Daniel Stewart, Esq. The Walker Brothers, with rare foresight and business tact threw upon the lot market, just at the right time the F. D. Vanpatter farm, now covered by the Station buildings and grounds, and that neat looking portion of Aylmer known as Walkertown.

Jehiel Yorke, Enos Scott, and Mr. Marlatt, son-in-law of Mr. Scott, established a Pork Packing Establishment in the southwest suburb, which employs a large number of hands, distributes a great amount of currency, (not ancient Malahide currency,) and handles more pork than any other house in Ontario, and last but not least, the Air Line Railway has made Aylmer its principal Station between St. Thomas and the East. The fires have in one way been an advantage though severe upon some individuals. It was the proud boast of an old Roman Emperor that he found Rome of brick and left it of marble. The fires found Aylmer of wood and left it of brick, through the enterprise of men like Stewart, Price, Binghams, Walkers, and Martin and Nairn. Carriage making is also an important industry, and it is a fact speaking well for the popularity of the builders and the taste and regard of the people for stylish turnouts, that by the last Dominion Census there were more pleasure carriages owned in Malahide than in any other township in the country.

The population of the village, including a little just outside the corporation limits, is about 1500, and the assessed property in 1876 $375,347. The streets are broad, clean and regular, and taking it all in all, Aylmer as a village is progressive, neat and spicy.

RELIGION.

There are at present four churches in Aylmer. The English Church edifice is a neat little frame building, situated on the south bank of the creek and north of Talbot street. The Methodist Episcopal Church building is also a frame, situated in the southeast part of the village. The congregation of Baptists is numerous and wealthy, and its origin dates back to the primitive times of Deacons Davis and Teeple. It flourished under the ministry of the good Elder Cooper, and grew stronger still under the zealous labors of the eloquent Thomas L. Davidson, D. D., now Pastor of the Baptist Church in Guelph. It was during his ministry that the beautiful brick church, a view of which is here given, was begun and completed. The date of completion is October 1st, 1871, and a little later in this year its walls resounded with the clarion tones of Punshon's "Daniel in Babylon." The cost of the building was $1600. Its length is 100 feet—breath 50 feet—height of tower 103 feet. It has a baement, with vestry, Sunday school and lecture room. The cost of the organ was $1000, and the cost of the bell $400. It will seat 750 persons.

The Methodist Church of Canada, in Aylmer, a view of which is also given, is one of the finest church edifices in Ontario. Thirty years ago there were only four Methodists in Aylmer, and no church or circuit preacher. Mr. Aaron Price (now an esteemed resident of Aylmer) called the first meeting in the old log school house, and afterwards preached in a paint shop to a few devoted followers. Mr. Price labored amidst discouragements, but with energy and zeal, for a year and a half, when through his efforts a frame church was built and a minister called to preach regularly. The congregation now numbers about two hundred regular members, with a large auditory every Sabbath. The present church building, of which Mr. Price was one of the most liberal promoters, was begun in 1874, and finished in 1875. It was dedicated 15th October of the same year, and on the 26th an immense audience listened there to a discourse by the learned and eloquent Dr. Ryerson, one of the pioneers of Methodism in Canada, and for more than thirty years our Chief Superintendent of Education. The building is 60 by 120 feet, height of spire 154 feet. It comprises a main audience room with gallery all round, capable of seating about eight hundred persons, also vestry, lecture and class-rooms. The main room is beautifully finished in fresco by Walthew of Detroit. The cost of the organ was $1300—bell $450—whole cost about $20,000. It is of white brick, and similar in plan to the Metropolitan Church in Toronto.

The Aylmer Town Hall was completed in 1874. The first floor contains the Post Office and Council room, also used as a Library and Reading room of the Mechanics' Institute. The second floor is the main audience room, and commands much admiration for the neatness and artistic taste with which it is finished and decorated. The painting and fresco is also by Walthew of Detroit.

EDUCATION.

The first school in Aylmer was opened by a Mr. Silcox in an old log building during the year 1818. From an agreement made in October, 1838 between Alexander Weldon, teacher, and Charles Tozer, John Vanpatter and John Hodgkinson, trustees, we learn that the said Alex. Weldon agrees to teach six months at the rate £3 15s. per month, board and washing to be furnished. The names of the school supporters are given, and the number of pupils each pledges himself to send. The pupils number twenty-two and the subscribers twelve, among whom are Peter Clayton, Daniel Davis, Ebenezer Norris and Abram Bemer. As late as 1859 the Aylmer school was taught by one teacher; for three years, commencing with 1860, by Mr. Calvert, and Miss McDonald; for the four years commencing with 1863, by Mr. and Mrs. Butler, then by Mr. H. N. Chute with two assistants. The present public school building was finished in 1870, the High School was established in 1873, and the High School building completed in 1876. Both buildings are commodious and well furnished, the number of teachers is seven, and the attendance about four hundred. It is a creditable fact that very many of the teachers in both the High and Public Departments during the last few years have been formerly pupils of the school.

THE PRESS.

In 1858 the "Aylmer Warder" was started by Mr. Twell. It was a weekly newspaper, and so weakly that it did not survive long. In the summer of 1869 M. L. Aldrich issued the first number of the "Aylmer Enterprise." It received a fair support, was continued by Mr. Aldrich for about three years, and for a short time afterwards, by Mr. J. R. Wrightson. The "Aylmer Paper" has been in existence since 1873, edited and published by J. C. Pankhurst. It has already lived longer than its predecessors, is a good family paper, and very useful to the business community.

The village has two private banking houses, those of James Garret and Daniel Stewart, and an agency of the Exchange Bank of Canada.

THE TOWNSHIP OF YARMOUTH

HAS been called the choice in Western Ontario for agricultural value. It contains 69,628 acres of land, equalized in 1875 at $46 per acre, the real personal property amounting to $3,402,888, a sum exceeding upon the rate roll that of any other municipality in the county. This very creditable, social and commercial progress, had its origin about the year 1810. The first lots settled were along Talbot street, and in addition to the trials and privations of pioneer life, the men who settled them endured for our national existence the fatigues, vicissitudes and horrors of war in 1812-13 and 14. They are worthy of remembrance, every one, and in this memorial account we record their names and the places where they first located their habitations. The Drakes, Mandevilles, Rapeljes, and one or two others settled lots in that part of Yarmouth now occupied by the Town of St. Thomas. Besides these the dwellers on the street from the Kettle to the Catfish were Garret Smith. Moses Rice, Edwin Bartow, Garret Oakes, Major Nevills, Abraham House, William Merrill, and the Secords and Wilsons. Captain David Secord settled in 1810, and built the first habitation between the Davis neighborhood and Capt. Rapelje's. The old log house, one room of which was used for a school house in 1818, was torn down but a few years ago. Moses Rice settled also in 1810, Abraham House and Edwin Bartow in 1811, and Justus and William Wilcox in 1812.

Bartow, a brave, true man, was killed at Malcom's mills in the war of 1812. Justus Wilcox built the first frame house in Yarmouth—planted the first apple trees and kept a tavern on Yarmouth Heights a little west of where now stands the brick school house in S. S. No. 18.

A picture of Yarmouth then and a true picture now would present widely different views. As illustrative of the trials of the men of those early times, and the toil which must be endured to procure the commonest necessaries of life, I cannot do better than copy a paragraph from the quaint and vivid "Pioneer Sketches" of one of the earliest pioneers, Garret Oakes, Esq.:

"In the year 1810, when in the nineteenth year of my age, I took up a lot of land in the Township of Yarmouth, at which time my two hands constituted my sole stock in trade. In the year 1813 Colonel Talbot sent word to the few settlers that he had wool to let to be made into cloth on halves. I hired a horse and went and got fifty pounds. There was forty miles travelled. I then hired a horse and took the wool to Port Dover and had it carded, for which I paid $6.25, and returned home, which made one hundred miles more. My wife spun the rolls and I had made a loom for weaving, but we had no reed for flannel. I then went sixty miles on foot to a reed-maker's, but he had none that was suitable, and would not leave his work on the farm until I agreed to give him the price of two reeds, $6.50, and work a day in his place; this I did, and returned home with the reed. My wife wove the cloth and I took my half to Dover to the fulling mill. When finished I had 18 yards, for which I paid $34.75 and travelled 140 miles on horseback and 260 miles on foot, making 400 miles, requiring in all about fifteen days' labor."

These were emphatically days of trial. Many more incidents might be recorded in proof of this fact, but this one may be taken as a specimen. One fact in common with the nature of those early times is certainly worthy of a record here, and that is the feeling of genuine good will and friendship with which every man regarded his neighbor. Very many of the old settlers have in conversation called my attention to this fact, and here it is again in the words of Mr. Oakes, written at his home in Yarmouth, when he was 85 years old:

"The artless simplicity of that people gave a peace of mind that few are blessed with in the present state of society, because then every man had his neighbor's interest interwoven with his own, so that it was in effect a co-operative community. But that bond is severed by the introduction of aristocratic ideas, destroying that equality of feeling which is the sure basis of contentment, and the only state of society where the nearest approach to earthly happiness is attainable. And I can say from experience, that in the primeval forests of Canada for years, every settler within five miles was a neighbor in reality. We then enjoyed true contentment, and this is a blessing which the votary of wealth often seeks for in vain."

The history of the settlement of Yarmouth comprises three periods and three portions,—the centre, the south and the north; that is the Talbot street settlement, of which we have spoken, the settlement by the Quakers or Friends, in the south, and much later, the location of the Scotch Highlanders in the north.

As we have seen, a large portion of the township was granted to Col. Baby, a British officer. About the year 1810 he appointed Jonathan Doan as his agent for the sale of these lands, and Mr. Doan settled on the farm now owned by Mr. Gunn, a short distance west of Sparta. He was the forerunner of the Mills', Haights, Pounds, Chases and others who have made South Yarmouth the garden of Elgin. Jonathan Doan had six sons—Israel, Joel, Joshua, Samuel, John and Benjamin.

The site and ruins of the old house where the boys were reared may be seen near the road in front of Mr. Gunn's residence; they built a tannery in the early times, and in the list of those in the London District indicted for treason in the troubles of 1837 may be found the names of Joel P. Doan and Joshua G. Doan, tanners. Israel is yet living in Sparta, Benjamin has for many years been a substantial farmer in South Yarmouth, Joel is a physician in the West, and Joshua G. died a martyr to his principles on the scaffold in the Town of London. Those who knew him speak of him as a brave, true-hearted man, and then add the remark that if his execution had been delayed but a few weeks, he would have received a full pardon. If Jonanthan Doan was the projector and promoter of the settlement of South Yarmouth, his descendants have no reason to be

ashamed of his work. It is now a land of noble farms, good roads, fruitful orchards and rich hospitable homes.

The north of Yarmouth contains also many beautiful and productive farms, but was not settled until about the year 1830. In that year, and soon after, came the Campbells, McIntyres, McKellars, McKays, Blacks, and others, chiefly from Argyle and Inverness. The Gilbert brothers and Lockes, have also helped to reclaim the wilderness, and are the proprietors of those white brick two story cottages, which speak to the passers by, of wealth and comfort.

The geography of Yarmouth is favorable to its prosperity; it is free from swamps, gullies and waste land—and its soil is of such a quality that it is no wonder that Col. Talbot selected it as the choice of the lake shore townships.

The villages of Yarmouth are not numerous or important, commercially at least, since the Town of St. Thomas, once a part of Yarmouth, with its six thousand inhabitants, is within such easy access. Jamestown, a flourishing little place in 1840, has gone down to decay,—but Sparta, Union and Orwell are yet fulfilling a measure of usefulness as post villages, with their complement of stores and shops.

THE VILLAGE OF PORT STANLEY.

Kettle Creek was for many years the unmusical name of this place, and it is said that the creek bore this name because in the early times a potash kettle was lost in its waters. This is possible, and it is certain that potashes and black salts were staple commodities then. About the year 1818, Messrs. Minor, Zavitz and Savage with their families settled on the Yarmouth side of the creek, and soon after Col. John Bostwick—who named the place Port Stanley—and lived there until his death. Col. Bostwick was a man who, from his qualities as well as his services to his country, deserves to be held in grateful remembrance. It is true he possessed no remarkable faculty for money making, for if he had Port Stanley might have been rendered a fruitful field for its exercise, as it was for many years the only outlet of the products of the country for miles around. But money is of secondary consequence by the side of rare qualities of mind and heart. Col. Bostwick was modest and sincere, kind and courteous, patriotic and brave. He was the son of a Church of England clergyman from New England, and was educated by Mr. Hamly the first surveyor of the townships of Dunwich and Aldboro'.

The Port Stanley Mills, supplied for many years by the aqueduct under which passed the road to the lake, was built by Mr. Zavitz. In 1822, Col. Bostwick erected a small warehouse and dealt in ashes, grain and other products.

The harbor was commenced in 1833 and finished in 1833. The exports of wheat from the port up to year 1854 were from 50,000 to 300,000 bushels annually. For the year ending December, 1850, the value of the exports was about a quarter of a million dollars; and for the year 1853 nearly half a million of dollars.

In 1830, Mr. C. Thompson established the first general store, and was for many years quite successful. The modern merchants are Messrs. Price, Arkell, Finlay, Pollock and others. The little village of Selborne at the north, a sort of suburb of Port Stanley, flourished until about the year 1855. It had a large grist mill, a foundry and two distilleries. Alas! however, for the distilleries there and elsewhere in the county. The excise or something else has killed them all. Lots were held high in the Port—industries, the main source of prosperity to a place, were not established, and if there ever was a tide in its affairs, "which taken at the flood might have led on to fortune," it was not so taken and the population at present is but about nine hundred.

SHIPPING.

In 1832 the steamer *Thames* commenced running between Stanley and Buffalo, stopping at different ports on the Canadian shore—then the *Adelaide*, *Calula*, *Wave* and *Dispatch*, also a line of steamers from Chippewa to Windsor, stopping at Stanley. Many of the readers of these notes will remember Capt. Barrow and his jolly sons, Thomas and Richard, or rather "Tom" and "Dick," with their "fast-sailing sloop *Emma*;" and then the steamer *Telegraph* plying between Stanley and Cleveland, and finally when she went to the bottom of the lake their little schooner *Union*, which for years was the only regular connecting link between the county of Elgin and the State of Ohio. Since the days of the *Telegraph*, no steamers ran regularly from Stanley to Cleveland until 1871, then the *Lady Franklin* and afterwards the *City of Sandusky* were run by Capt. Drake. At present the fine side-wheel steamer *Saginaw*, Capt. Kirby, makes bi-weekly trips to the beautiful Forest City of Ohio. The Dominion Transportation Company, composed of Messrs. Eccles, Wade, Munro, and other gentlemen in the county, own and run the steamer *Alma Munro*, which each season goes freighting from the upper lakes to the eastern ports. Many schooners load here and put in for shelter, and the harbor is for many reasons an important one. It was completed as we have seen in 1832 by Ryan & Rand, contractors, and up to the year 1856 fully $200,000 had been expended upon it. Between that date and 1862, $10,000 more was added, and the Mackenzie Government in 1875 has given another $10,000. It is a matter of wonder on looking at the harbor where so much money has gone; perhaps it was not all economically expended; however, a good and safe harbor at Port Stanley is of Provincial importance and a great public necessity. It is true that Kettle Creek is not a "river of ten thousand masts," nor does it float the flags of all nations; but it is the resort of many Canadian schooners, sometimes the "Red, White and Blue" may be seen waving there, and once we remember the presence of the English gunboat *Britomart*, with its blue-shirted, broad-shouldered and storm-tried jack tars on board. Sometimes a shipwreck occurs in sight of the port, and always then the retired lake captains and others, with a sailor's sympathy and true-hearted bravery, risk their lives if necessary, in going to the rescue.

In the year 1874, Port Stanley was incorporated as a village with Major Ellison, Reeve, and J. Bostwick, Clerk. It is pleasantly and even romantically situated with hills upon three of its sides and the lake upon the fourth. The Frazer House upon the heights at the west is a very popular summer resort, and is the home of the courteous Mr. Frazer, for twenty years a conductor on the L. & P. S. R. R. Capt. Pollock's fine brick residence is on the hill at the east, and Mr. Sheppard's is near the lake on the west side of the creek. Among the business men of the Port none have done more for the surrounding country than Samuel Sheppard. For many years he has disbursed thousands of dollars yearly for grain and his genial bearing as well as honesty in business make him a favorite with all.

During the present year the prospect seems fair that Port Stanley will become an important fishing station. Apparatus costing some thousands of dollars has been purchased, and the result thus far has been very successful.

EDUCATION.

In 1837, the first school was established here. The present building is a two-story brick one at the base of the hill at the east. The people of the Port take a deep interest and make great sacrifices in the cause of education. Mr. Brown and Miss Stafford the present teachers have charge of an interesting and progressive school.

There are four churches: The Episcopal established in 1844; the Presbyterian, 1845; the Roman Catholic, 1850, and the Methodist in 1860.

On the whole Port Stanley is not without its attractions, and there are many reasons why it should go forward instead of backward.

THE TOWNSHIP OF SOUTHWOLD.

THIS, from its position and shape, bears a strong resemblance to the keystone of the arch, and from the fertility of its soil and the character of its people, it is not unworthy of being called the Keystone Township. Its name is from the Anglo Saxon word *wold* or *weald*, a forest or open country, opposite meanings truly but therefore appropriate then and now. Yarmouth, Dunwich and Aldborough, are named from three towns in the same order on the east coast of England.

EARLY SETTLEMENT.

In this township Talbot street has two branches—the one going from St. Thomas through Talbotville to Iona, called the north branch, and the other going direct through Fingal, also to Iona. Upon these roads the first settlers located, and as early as the year 1817 all the lots were taken. On the front street, commencing at the west, were Col. Burwell, John Barber, Jas. and David Watson, David Wallace, James Burwell, Truman Waters, Col. McQueen, Alex. Ross, Gilman King, John Rolph and others. These were all men of character, and some of them became widely known. Before the war of 1812 a few families had erected habitations on the back street. These were John and Samuel Harris, Samuel Garnsey, John Philpott, John Gilbert and David Decow. All these names are worthy of more extended mention than space will here allow, and some from being the first in the Talbot Settlement have been spoken of in the general sketch. The Watsons settled west of Fingal, at what is now known as Watson's Corners. William, one of the brothers, afterwards moved to Ann Arbor, and his son James is now Professor Watson, one of the most eminent astromomers and mathematicians of the age. Dr. John Rolph was paymaster to Col. Talbot's regiment during the war of 1812. He occupied a humble log house on the south side of Talbot street a short distance west of St. Thomas, but was then and afterwards a very considerable man. He represented different constituencies in the U. C. Parliament, was co-worker with Mackenzie in the "unpleasantness" of 1837, escaped to the United States, was pardoned and returned to his home in Toronto, founded a school of Medicine, and became eminent as a Professor and Lecturer, and at his death a few years since was widely known and highly esteemed. In politics he was an extreme Liberal, and in parliament made a powerful speech on the famous Clergy Reserves question, and the reader need not be told that he was in favor of their secularization.

In 1817 Richard Williams made his home on the lot now occupied by his son John Williams. Mr. Williams was from Stockport, near Manchester, England—his family consisted of two daughters and five sons,—three of whom, Thomas, Samuel and John, are well known among us at present, and are of that class of citizens who make a country better by their labors and their example. George Elliott, another substantial settler, accompanied Mr. Williams, (though originally from Ireland) and located on the lot now occupied by the magnificent home of his daughter, Mrs. Casey, and grandson, George Elliot Casey, M. P. Mr. Elliot was a man of wealth and influence, and used both of these for the improvement of the township.

Some of the settlers we have mentioned came very early and suffered much hardship and plunderings from American and Indian scouting parties, during the war of 1812. John Philpott came from Nova Scotia, and was one of the first six in Southwold. Samuel Garnsey, Ira Gilbert, Daniel McIntyre, and the Harris brothers settled on the Back street in 1809. The "settlement duties" required by Col. Talbot were a dwelling of some kind and the clearing of one half of the width of the road in front of a lot, by sufficient depth on the lot to make ten acres besides the road allowance. This and the payment of $40 to the Government entitled the claimant to a deed. A specimen of "settlement duties" clearing may now be seen on the farm of James Watson, Esq., at Watson's Corners.

The three first settlers on the Union Road were James Ferguson, James Meek and Dugald Campbell. They were good men, and their descendants are highly respected citizens.

Ewen Cameron, sr., came from Inverness in 1819—taught school a while in the early days of straps and log school houses, and finally located on his farm on the lake shore, where he now lives alone with the wife of his youth, both in the enjoyment of excellent health.—Mr. Cameron was educated at the University of Aberdeen, and was for some years the President of the West Elgin Reform Association. One of his sons, Ewen, jr., is well known for his success as a teacher and prominence in political and municipal matters, and the others are in the States, one a highly successful lawyer and politician.

The concessions of the township were settled later, and in this brief sketch I have only attempted to give some account of the pioneers, conscious at the same time of the imperfections and omissions of the attempt.

VILLAGES.

The oldest in the township is Fingal. The four lots cornering there were owned by Samuel and Lewis Burwell, Nevills and Cowal. In 1830 it was surveyed in village lots and named Fingal by Col. Talbot. Wm. Burwell built the first tavern, a building but lately torn down to give place to the fine brick cottage of Mr. Finlay. This tavern saw several changes of proprietors, and much change passed over the bar. In 1832 a general store was opened by Levi Fowler, Esq., whose father had settled on a lot next to Jonathan Teetzel's soon after the war of 1812. Mr. Fowler was appointed postmaster through the recommendation of Col. Burwell; he was highly successful in business, and for many years his name was intimately connected with the prosperity of the village—has been a magistrate and also treasurer for a long time, and it is but just to say of him that he is a gentleman who has always enjoyed the respect and confidence of his fellow men. Amasa Wood, Esq., also began business in Fingal with its beginning—kept a tavern and a general store—loaned money—bought mortgages—dealt extensively and made many shekels as the result; he has now retired to a home in St. Thomas—is kind and obliging towards all, and continues his liberality to the Methodist Church, of which body he is an active member. William Arkell and Roderick Cochrane were also merchants of Fingal, who by good management and fair dealing were popular and successful. The business of the village has always been in a healthy state—a fact due to the character of its business men, and especially to the presence of the manufacturing establishment of Macpherson, Glasgow & Co., a more extended account of which will be found elsewhere.

The proximity of Fingal to St. Thomas, but 7 miles west, is a bar to extensive growth, but it is still a pleasant and prosperous little village, with stores, shops, manufactories, schools, churches and very fine private residences.

IONA.

Is situated about 7 miles west of Fingal on the line between Southwold and Dunwich. In 1848 Duncan M'Cormick employed Geo. Munro, Esq., to do the conveyancing of some village lots which he had had surveyed on his farm in Southwold, requesting him at the same time to christen the village. Mr. Munro, ever mindful of and loyal to the land of the heather, perpetuated the name of Iona's Isle, saying in explanation to the writer—you may be sure I did not forget the Holy Isle, "Where rest from mortal toil the mighty of the Isles." The Decow brothers, sons of one of the first settlers of Southwold, made their home there, and for many years carried on an extensive business.

It is now a post village with stores, shops, &c., and though it never attained large dimensions, is yet a great convenience to the surrounding country.

TALBOTVILLE.

This was named by Col. Talbot, but from the five roads meeting there, is sometimes called the Five Stakes. It is a small post village, 3 miles from St. Thomas, at the junction of the Back street with the London and Port Stanley gravel road, and flourished when this road was the main thoroughfare to London, and before the days of the L. and P. S. R. R. The country around it and along the street past Paynes' mills is beautiful and highly improved. The Payne brothers are substantial settlers —have excellent flouring mills and fine dwellings.

LAWRENCE STATION.

This embryo village is situated on the Air Line Railway, in the northwest part of the township. It is favorably situated for growth and usefulness, and with the settlement and improvement of the Commissary lands must receive a fair share of support. It is a station on the Air Line Railway, and takes its name from William Lawrence, on whose farm it is located.

The genial and obliging Neil Dewar (formerly school teacher of pleasant memory) is a merchant and postmaster there.

SHEDDEN

Is the other new village in Southwold. This is situated north of Fingal on the Back street and Canada Southern Railway. It is an excellent grain market—is nicely situated, but as a village it is yet partly *in futuro*. It takes its name from the late John Shedden, an enterprising capitalist and stock grower, of whose untimely death by an accident in getting on the train at Hamilton you have all heard.

PRE-HISTORIC REMAINS.

The question of who were here before us, is always an interesting one for speculation at least. I will here call attention to only one of the many objects suggestive of this question which may be found in the County of Elgin.

If the reader has time and is in a meditative mood, let him go a short distance into the wood that lies next to the road on the town line in Southwold, about one and-a-half miles south of Iona. He will there find a circular earthwork enclosing about two acres, not quite circular however, one diameter being about 300 paces and the other 280 paces. There are two gate-ways or openings on opposite sides. The work consists in fact of two parallel walls, their bases almost touching, and each at present about six feet high, though probably at first much higher. A large mound of ashes has been discovered near, and stone axes and other remnants of the stone age, have been found within. The forest trees growing on the walls are at least many hundred years old. I will leave it to the skilled antiquarian to tell who were the builders of these earth-works, and for what purpose they were built. The stone axes are usually thought to be the work of Indians, but from their habits and mode of life the strong presumption is that they did not build mounds or earth-works, or fashion and burn pottery. Whatever be the origin of this ancient enclosure it is probably kindred to those in the Sciota valley in Ohio and the many in the Western States, that W. C. Bryant describes as the "Mighty mounds that overlook the river or that rise in the dim forest crowded with old oaks." Another quotation from the same venerable and gifted poet, so clearly indicates the opinion of those who have studied the subject that I give it here,—

"A race that long has passed away built them; a disciplined and populous race heaped with long toil the earth, while yet the Greek was hewing the Pentelicus to forms of symmetry, or rearing on its rock the glittering Parthenon." If this be true, and not alone a poetic fancy, it is also true that "The red man came, the roaming hunter tribes, warlike and fierce, and the mound builders vanished from the earth."

THE TOWNSHIP OF DUNWICH.

THIS township enjoys the distinction of having had there planted the germ of the Talbot Settlement; the first home of the white man in what is now our own Elgin. A portion therefore, of its early history has been given in the first general sketch; there are, however, left some facts of interest which belong to Dunwich as a township.

The only settler who came with Col. Talbot, was George Crane, whose sons now live near Tyrconnell, and although this was in 1803, it was not until 1809 that other families came to keep them company. These were Col. Patterson, John Pearce, and Mrs. Story, a sister of Col. Patterson, and of Mrs. Pearce. William Pearce, Esq., one of the well-known and highly respected citizens of Dunwich, tells us that Col. Talbot met them at the beach, welcomed them gladly and carried the little boy, William, (himself, then 4 years old), up the hill in his arms. These families came from Pennsylvania, and those who have driven along the road from Port Talbot to Tyrconnell past their beautiful, well-kept farms and dwellings, will honor the judgment of Col. Talbot in encouraging such settlers.

PROGRESS OF SETTLEMENT.

At the close of the War of 1812-15, there were but twelve families in all Dunwich, and not a single family upon the Talbot Road from east to west. In 1817, five or six families of Scotch Highlanders left Lord Selkirk's Settlement, at the Red River, and located on 50 acre lots, donated by Col. Talbot, along the Talbot Road in the west of the township. Two of those veterans are now living: W. Bannerman, aged 89, and Angus Gunn, aged 91 years. Their hardships in reaching Canada were not slight. At the beginning of the winter of 1814 they were left at Fort Churchill, and during that winter in a climate so cold that 'even the tear drops freeze," they and all who crossed the Atlantic with them, had to subsist chiefly upon quails caught by nets in holes cleared by great labor out of the snow which covered the earth to the depth of four feet From Fort Churchill they travelled on snow shoes to Hudson's Bay, from thence by the river in boats to the place on Red River which they called Killdonan, (the name of the parish in Sutherlandshire of which they were all natives), and from there on snow shoes the most of the way to Little York, (Toronto), and from thence to Dunwich.

Soon after this Henry Coyne, a staunch and reliable settler, located at what is now known as "Coyne's Corners," on Talbot street. In the year 1827, Col. Burwell called a meeting at Mr. Coyne's house, with the object of establishing a mail stage and passenger route, from St. Thomas to Amherstburg Major Salmon, George Elliot, and others were there. Mr. Coyne exerted a good influence in his neighborhood, and closed a long and a useful life in the year 1852. One of his sons resides in Wardsville, and another, Wm. Coyne, Esq., is well known as a highly respected and successful merchant in St. Thomas.

For reasons explained in the sketch of Aldborough, the progress of settlement was for many years slow, and in the "Liberal" a newspaper of 1832 we find a "good farm of 50 acres on the town line about 4½ miles from Col. Burwell's, six acres sowed with wheat, never failing spring of water, young orchard beginning to bear, good log house and barn," advertised for sale by William Loyd for $350. In the year 1836 there were but 666 inhabitants in the whole township. The concessions north of Talbot street were not settled until after the outbreak of 1837.

Col. Mahlon Burwell belonged, as a settler, to both Dunwich and Southwold, and in influence and usefulness to all Canada. His family were U. E. Loyalists, and came from New Jersey to this country in 1784. Col. Burwell settled at Port Talbot in 1809; his house was burned, (See reminiscences of war of 1812,) and while he was a prisoner in Chilicothe Mrs. Burwell and the two children went to Bertie, near Fort Erie. After the war he built in Southwold, on the farm now occupied by his son Edward, and in 1825 moved to the brick residence among the trees where he lived until his death in 1846. He represented Middlesex for several sessions of Parliament, and was afterwards the first member for the town of London, and also filled during his life several other important offices. In speaking of the prominent position of Col. Burwell, and the value of his life as a public man, the writer would not be understood as endorsing all of the views which governed his life, but rather as judging him by his motives as well as his actions, and as coming to the conclusion that Elgin cannot and will not forget him. True, he was intolerant of everything democratic, but his education and experience made him so. He opposed the secularization of Clergy Reserves, but his zeal in favor of the Church of England was a sufficient reason for this, yet he made liberal donations for religious, educational and charitable objects, favored the cause of Common Schools, and taken all in all, was an upwright, courteous gentleman, and a consistent patriotic statesman.

VILLAGES.

The site of Tyrconnell was a wilderness until 1823. In that year Col. Geo. Henry, now of Newberry, built a grist mill, which was of great service to the settlement for some time In 1825, Absalom Shade opened a general store and placed it in charge of Mr. Hewit. The barter prices of goods were not favorable for farmers, as it took 16 bushels of wheat to buy a yard of broadcloth. In 1826, a distillery was erected by Mr. McIntyre, who bartered five quarts of whisky for a bushel of corn, and 1½ gallons for a bushel of rye. About this time the enterprising Henry added a carding machine to his machinery, and soon after M. T. Moore, Esq., late of St. Thomas, put down the vats for a tannery. Undoubtedly a large village would now have been in existence here but for the refusal of Col. Talbot to grant title deeds to business men. Henry and Moore left—others came not, for the same reason, and Tyrconnell to-day is only a small post village, important commercially only from the large amount of grain there bought and shipped by Meredith Conn, Esq.

WALLACETOWN.

In the autumn of 1819, John Currie, a native of Argyleshire, settled with his family on Lot 12, 7th Con., where a part of the village now stands, but where he was for many years the only settler. In 1847, a shoemaker located here, who added to his stock a few groceries; his was the first shop. In 1848, the first tavern was built on the site of Henry's Hotel, and soon after the first store was erected by Robert Blackwood.

Through the enterprise of its inhabitants Wallacetown has now become an important business place. It has not only its complement of excellent stores, shops, &c., but one of the best carriage manufactories in Western Ontario, and at present mills and other industries are being started.

DUTTON.

Roads often determine the location of villages. The Currie Road, so called from John Currie before mentioned, has been for years the leading road in Dunwich. It extends from Tyrconnell at the lake, crossing Talbot Street at Wallacetown — thence north, centrally through the township to the river Thames. The Canada Southern Railway crosses this road at right angles about three miles north of Wallacetown, and here within four years has sprung up the wide-awake village of Dutton. From its situation it must have a healthy growth, and prove a convenience and benefit to the surrounding country. It is a good grain market, a good point for the shipment of stock and produce, and its stores, shops, post-office and school, are pleasing proofs of progress. The Dutton Flouring Mills are an extensive establishment, and do a large amount of custom and merchant work A. J. Leitch, Esq., the present proprietor, is a young man whose pushing enterprise has already materially aided the growth of the village

NEW MONTREAL

Is located in the northeast portion of the township. It is yet a small village and its streets are paved with saw dust, its conveniences, however, of stores, post-office, shops, &c., can only be fully appreciated by those who have heretofore been obliged to go for these, many, muddy, "lang Scotch miles."

There are two general stores, the one kept by James McDougall and the other by Gilmore and McNabb; a large saw mill and shingle mill, owned by Lipsey and Redmond, and a new Presbyterian church. The name of the post-office is Cowal, and it is situated 9 miles from Wallacetown and 5 miles from Dutton.

GEOGRAPHY.

Dunwich is a large regularly shaped township, lying between Southwold and Aldborough, containing 69,158 acres of land, assessed and equalized, including personal property in 1875 at $2,056,-167. The soil is chiefly clay, and generally yields abundant crops of grass and grain. Along the river bank there is a belt of gravelly loam, and also at the lake the soil is interspersed with sand and gravel. About the centre, north and south, and near the Aldborough line, there is a marsh consisting of about four thousand acres, originally all covered with a dense growth, chiefly of tamarack trees and whortleberry shrubs. It was then the home of wild animals and the paradise of berry pickers. The C. S. R. now goes through the centre—fires have swept through it, and some portions now being drained are likely to prove remunerative for meadow and pasture. The timber is elm, hickory, black ash, beech and maple, and at one time the black walnut trees along the river were grand specimens of the vegetable creation. Some of the black ash is beautifully figured, the logs of one tree purchased at one of the mills by Mr. Andrus of London, were cut and sold for $3000 in New York; he afterwards purchased the stump for $100, and found it all suitable for veneers, and producing those wavy graceful figures and satiny coloring which is unapproachable by art.

THE BURIAL GROUND.

On the banks of Lake Erie west of Port Talbot, in the little cemetery of the English Church rest the mortal remains of many of the earliest settlers of Elgin. There the marble slab, the monument or the tablet tells the short and simple story—the age and date of death of these men and women—these veterans of the Talbot Settlement.

Will the reader now kindly accept this brief note book copy made upon the spot—made with reverential feelings, and with the imagination wandering back to the time when only the waving boughs of the tall trees beckoned them to these shores:

"Jeffrey Hunter, died in 1846, aged 53 years. Jane Hunter, his wife, died in 1868. Aged 72 years."

"Henry Coyne, died in 1852. Aged 77 years."

"Anna his wife, died in 1864. Aged 84 years."

"Anne Story, wife of Stephen Backus, died in 1859. Aged 66 years."

"Mary wife of Andrew Story, died in 1842. Aged 84 years."

"Leslie Patterson, died in 1852. Aged 78 years."

"Lydia Patterson, died in 1870. Aged 96 years."

"John Pearce, died in 1850. Aged 73 years."

In an enclosure surrounded by an iron railing there are three tablets, the first is that of

"Louisa Jane, eldest daughter of Lieut.-Col. Airey, died at Port Talbot in 1849. Aged 7 years."

The second is—

"George Macbeth, Red River Settlement, 1825. London, 1870."

And the third reads—

"Sacred to the memory of the Hon. Thomas Talbot, founder of the Talbot Settlement, who died February 6th, 1853. Aged 83 years."

THE TOWNSHIP OF ALDBOROUGH.

This is the most westerly of the county, and is bounded on the south by Lake Erie, and on the north by the winding waters of the river Thames. The centre of the township is in latitude 42°, 34′ north, and though the most elevated portion, it is the most marshy. From the marshes of the central concessions issue creeks, those on the south finding their way into the lake, and those on the north into the river. These creeks are useful in many ways; one of which is the facility which they afford for so draining the lands of the township that they may be finally all available for agricultural purposes. The surface soil is chiefly a sandy loam, except near the river where clay and gravelly loam abound. The township is very level except near the lake and river, where the streams have for time out of mind been sinking their channels deeper into the clay and shale, which in some places covers the rock to the depth of 150 feet. The township is remarkably free from stones upon the surface, with now and then a few solitary large ones, fit for millstones, to be found in the beds of the streams.

TIMBER.

If the native oak, chestnut, whitewood, white and black ash, and black walnut were now standing, it would be worth more than three millions of dollars. From one oak in 1846, 1,000 pipe staves were made; many of the chestnuts made 6,000 feet each of lumber, and some of the walnut trees were over five feet in diameter. In the early times great quantities of valuable timber (not valuable then) were cut and burned to give place to wheat and corn, but enough was spared until lumbering operations begun, to form for many years an important industry of the township, and the eastern markets received some of their choicest chestnut and whitewood from the forests of Aldborough.

EARLY SETTLEMENT.

In the year 1804, James Fleming, an Irishman, was by Gov. Simcoe located on Lot 6, 1st Con. In 1805, a man settled on the adjoining lot, who in 1812, joined the American army, so that up to the year 1816, Mr. Fleming was the only resident of Aldborough. It will be remembered that Dunwich and Aldborough were the especial charge of Col. Talbot for settlement, and for this purpose he issued an invitation to the Scottish Highlanders, who had located temporarily in Caledonia in the State of New York. In 1816, the late Capt. Archd. Gillies located on Lot 1, on the Talbot Road, then a blazed path through the woods; and in the spring of 1817, fifteen families, all Highlanders, left Caledonia and joined Mr. Gillies. Among these were John Menzie, Thomas Ford, Donald McEwin and Finlay McDiarmid. In the autumn of 1817, there came direct from Argyleshire three families: Alex. McNabb, John McDougald and Peter McKellar.

The courage, fortitude and native abilities of these men are well worthy of remembrance. Mr. Peter McKellar was an uneducated man, but a man of no ordinary cast of mind. He was by nature a poet, a mathematician and a machinist. His family consisted, on his arrival to make a home in the forests of Aldborough, of his wife and a little son two years old. This son also possessed native talents, force of character, rare mental activity, and a high-minded governing ambition—in fact the pushing power—the intellect that conceives and the will that executes. This boy is now a man, he has already filled many positions of honor and trust, and his voice has been heard in the highest councils of the nation; he has retired from political life and holds the position of Sheriff of the County of Wentworth, Hon. Arch'd. McKellar, son of Peter McKellar, one of the pioneers of the township of Aldborough.

Lot B. in the 12th Concession was settled by Thomas Ford, who had already a large family of children. These, with their children, now occupy the land which by labor has been converted into fruitful fields. One of the sons of Thomas Ford is Norman Ford, Esq., the kindness and hospitality of whose home, on Talbot street, the writer remembers with pleasure.

Now that a beginning was made, each season made an addition to the infant settlement. In the spring of 1818 Mr. Gillies with his family settled at the mouth of Sixteen Creek, (now Port Furnival,) the number sixteen indicating the number of miles west of Col. Talbot's residence, which seemed the starting point of civilization at that time. On the 27th of July, 1818, the ship "Mars" sailed from Tobermorrey, island of Mull, arrived at Pictou 1st September, and at Quebec 20th September. This vessel brought thirty-six families for the settlement, among whom was Archibald Munro. His eldest son, then 14 years of age, was our much esteemed George Munro, Esq., of whom a personal sketch will be found elsewhere. In the autumn of 1819 thirty-two families were added to the settlement, and in 1820 twenty families more from Argyleshire landed at Port Talbot, but as Col. Talbot then ceased to grant 50 acres free to every male member of a family over 16 years of age, they pushed on to Lobo, cutting their way for 12 miles through the unbroken forest to the Longwoods road. The children of these families are now wealthy residents of that township.

The trials of the early pioneers may sound in our ears like an oft told tale, but those who endured them found them no silken sorrows nor sentimental sufferings, but stern realities, requiring stout muscles and stout hearts. There were no roads by which neighboring settlements could be reached—no mills nearer than thirty miles on the east and Howard on the west, with a dense roadless forest between. Families sometimes subsisted for a week at a time upon turnips anxiously awaiting the return of the "food haulers" with their hand sleighs from Long Point. In 1820, there were fearful visitations from remittent bilious fever—but few of the living able to move from their beds—whole families stricken down at one time—not one able to hand a drink of water to another, and no physician nearer than Long Point or Sandwich.

REMINISCENCES AND BRIEF NOTES.

During the harvest of 1819, the late Finlay McDiarmid was confined to his bed with fever and ague, and unable to do any work or secure the one and a half acres of wheat, his only dependence for his winter's bread. More than this, there was no sickle to cut it with, but courage and industry will overcome all difficulties and Mrs. McDiarmid cut it all with the butcher knife, threshed it and ground it in a hand mill to feed her two infant children and husband when recovering from his illness. That heroic woman is now over 90 years of age, in the enjoyment of remarkable health and vigor, and says she would do the same task over again if necessary.

One of the settlers of 1818, was the late Duncan McKillop, whose health soon became so impaired by change of climate and hard toil, that he had great difficulties in procuring the necessaries of life for his family. They had no money to purchase a cow, and Mrs. McKillop went to the river Thames, 9 miles above where Chatham now is, and earned one by working for Frederick Arnold, who ever after esteemed Mrs. McKillop highly for her heroism and devotion in the cause of her husband and family. The sons, John, Archibald, Duncan and Daniel, are now wealthy farmers and mill owners, and have always been among the most substantial residents of Aldborough.

Dugald Campbell, also of those who came in 1818, organized a church of Calvinistic Baptists, made many converts in the Counties of Middlesex and Kent, (then including Elgin), and was a preacher of great influence.

Hugh Graham was at the Battle of Copenhagen—saw the great naval hero Nelson, and was himself a man of sterling integrity and true worth.

Dugald McLarty and James Ruthven did not come with the others, but tarried a few weeks to visit friends in Caledonia. As they were approaching shore with their boat load of luggage, the boat capsized and both were drowned. Their remains were first that found a resting place in the new rooty leafy soil of Killfinlay cemetery, near New Glasgow.

Thomas Maccoll was also of the company of 1818, was the successor of Elder Campbell; was a good English scholar, and for a short time taught school in those early times; was a devoted and influential leader, an able pastor and a good man.

Of those who came in 1819 none are living. Of those of 1818 but two, Donald McIntyre and Alexander Grey.

Trade and commerce were of course of a primitive nature. The nearest store in 1818 was that of Hamilton & Warren, in a log building at Kettle Creek (now St. Thomas.) On the west there was none nearer than Sandwich. Trade was wholly by barter until 1827; in that year cash was first paid for wheat, but for no other kind of grain. In 1829 the first shop with a small quantity of goods was owned and opened at Port Furnival, by a Mr. McFarlane of Glasgow, Scotland, who gave goods for produce, and paid cash for wheat at 60 cents per bushel. In 1830 he shipped to Montreal 6000 bushels of wheat, 120 barrels of pork, 300 raw deer skins, 1000 lbs. Indian dressed deer skins, 200 raccoon skins, and 50 bushels of flax seed, the first cargo sent from Aldborough.

In 1837, when the news of the uprising at Little York reached the township, 80 volunteers started at once for Amherstburg, (without either General or regimental orders,) having among them not over a dozen guns; one man carried a Lochaber axe with a ten foot pole for a handle, some had old dirks, one of which was used at the celebrated "heights of Killiecrankie," and one had a sword that had been by his great grandfather used at the battle of Culloden, under command of the Campbells of Argyle. Lieut.-Col. Paterson of Dunwich, commanding the 1st Regiment of Middlesex militia, met these volunteers at Amherstburg, where all remained thirty days, apprehending a raid from the other side of the river. The population of Aldborough at this time was but little more than in 1820, when Col. Talbot ceased to give land as he had been giving it before, for as he continued to locate as government agent, settlers on 100 acres each in Mosa, Ekfrid, and other good localities, those who had intended stopping in Aldborough and Dunwich went where the most acres could be obtained.

Aldborough in the early times was the very paradise of game and wild animals. It was the favorite haunt of the clear eyed dun deer, and they browsed around the fresh cut brush heaps in flocks, covering the earth with their tracks. Wolves, bears and raccoons were there: the first howled and stole sheep; the second growled and stole pigs, and the third whistled and stole corn. Wild turkeys were there, and here is a turkey story as given to the writer by one of the pioneers:

"I had," said he, "a field of oats lying next to the woods, consisting of five acres nearly ready to harvest that would yield 50 bushels to the acre. A friend who was residing with me at the time, fired into the flock and killed seven at one shot, one of which weighed twenty-two pounds. Saturday night the field was trampled as level as a floor and not a spear left standing. I am perfectly sure the flock numbered more than two thousand."

Until the year 1846, the only settlers of Aldborough were Scottish Highlanders, chiefly from Argyleshire and Perthshire. Between 1846 and 1855, Germany contributed a portion, and now the German element numbers about one-tenth of the population, and the proportion is gradually increasing. They are as a class good citizens,—frugal, temperate and industrious, and have proved a valuable addition to the population. A part bought their land of the original settlers, but the majority settled on unimproved lands bought of the Crown, the Canada Company and of Gen. Airey. If any are not aware how Gen. Airey came by this land, it may be explained that this gentleman was a British officer—that he had something to do with the famous order at Balaklava, that caused the charge of the Light Brigade, when the "Noble Six Hundred" rode into the jaws of death—that he is a nephew of Col. Talbot—that he came to Port Talbot some years ago with the understanding that he was to be the heir of the Talbot Estate, but that through some disagreement, or change in the Colonel's mind, his portion became the original homestead on the hill in Dunwich, and 5,000 acres of unimproved land in Aldborough.

Through the influence of George Munro, Esq., with the Canada Company, the Company made a present of ten acres of land to the German Lutherans for a minister's residence, church site and cemetery; and through the kind offices of the same gentleman also, the Methodist portion received a similar favor from Mr. Becher the agent of Gen. Airey. Many of the German emigrants who had to buy their lands on credit, are now well-to-do and the owners of good farms. Among the more prominent of this nationality may be mentioned Mr. Lindeman, a dry goods merchant of Eagle, who by his upright bearing and good management, has made both friends and money. Mr. Schmetz, Bailiff of the Division Court, and Christopher Schliehauf, Magistrate and Commissioner in B. R., a man of wealth, influence and ability, who has well earned his claim to public confidence and respect.

EDUCATION.

In 1818 Malcolm Robinson opened a school in his own house, (on lot 7, 12th Concession,) which served the purpose of parlor, kitchen, blacksmith shop and schoolhouse. In 1819 a school was taught by the late Elder Thomas Maccoll, of whom we have spoken; this was upon lot 16, Talbot street, through which flows Brock's Creek, so called because the hero of Upper Canada camped at its mouth, with his forces on the way to the taking of Detroit. This farm is the homestead of the Maccoll family, to which belong the late John S. Maccoll, former Local Superintendent of Schools, Samuel S., his successor, E. Maccoll, Esq., and Dr. Maccoll, a popular physician of Wallacetown. In 1821 the next school was opened in the house of Arch'd. Munro, father of George Munro, Esq. The fee was 2½ bushels of wheat per scholar; the price of a spelling book was 1 bushel of wheat, and other school requisites in proportion. With the growth of the settlement school privileges improved. Mr. Currie, Mr. McLachlin, Registrar of Elgin, the Maccoll brothers and others, served a rugged apprenticeship in the schools of Aldborough.

About the year 1854, Mr. McLachlin was appointed Superintendent—labored hard and effected some needed reforms. The late John S. Maccoll, his successor, held this position until his death in 1866. Mr. Maccoll was a faithful, zealous and conscientious officer; he labored to promote thoroughness in class work—the furnishing of school maps and apparatus, and the improvement of the schoolhouses. His circuit was the West Riding of the County, comprising Southwold, Dunwich and Aldborough, and he was well known as a kind-hearted, affable gentleman. The labors of Samuel Maccoll were also faithfully rendered and well received.

The township now contains some excellent buildings with maps, apparatus and improved furniture.

GROWTH OF VILLAGES.

The village of Airey or New Glasgow was laid out in 1850 by Gen. Airey. It is at the intersection of the Furnival Road with the Talbot Road, and is the most westerly village in the county. It is but a small post village, and whatever of future growth it might have been entitled to, has now been absorbed and appropriated by its modern rival Rodney, on the Furnival Road at C. S. R. crossing, three miles to the north.

Eagle was laid out in 1864, also on Talbot Street. It is a larger place than Airey—contains stores, shops and several dwelling houses, but its wings have been clipped by its railroad rival, Bismarck, at the north.

Rodney and Bismarck are coeval in growth with the Canada Southern Railway, and had their origin in 1872. This railway did not bend from its course to reach villages, but chose rather to make villages.

Rodney in 1870, was a muddy road with one log house; now it has a population of some hundreds, with hotels, general stores, shops of the various handicraft trades, two churches, a fine town hall and a superior school house, and best of all, a crowd of interesting, happy children. Rodney is the most important wood station on the C. S. R., thousands of cords being shipped there annually; also, hardwood lumber from the mill of D. McLaren, Esq. Rodney is a bright pushing village, and the relation between it and the surrounding country is mutually profitable.

Bismarck, (West Lorne P. O.), is at the intersection of the Graham Road with the C. S. R. The McKillop brothers, Archibald and Duncan, had their mills and residences a little south of the railroad crossing, and shipped piles of lumber years ago, but the present site of the village was very like a swamp. There are 5 stores, 3 hotels, many shops. 2 churches, a public school with two departments, and a population of four or five hundred. The stave factory of Murray and Leslie does a good business. D. McKillop has a large grist mill and stave factory. A. McKillop, a saw mill, and Christopher Schleihauf a saw mill, shingle, lath and planing mill, that gives employment to a large number of men. Like Rodney, Bismarck is an important wood station, and hundreds of cords are shipped annually.

LUMBERING OPERATIONS

Have until the dull prices of the present year, been a source of revenue and improvement to the township, and the men who by their capital and enterprise, have contributed to the prosperity of the inhabitants are: McArthur & McLaren of the Rodney Mills; A. & D. McKillop of the Lorne Mills; J. C. Schleihauf, of the Bismarck Mills; W. J. Gosnell, of the Gosnell Mills; R. Mowbray & Co., of the Eagle Mills; A. Livingston, of the Middle Street Mills; J. A. McIntyre, of the Valley Mills and others.

The township has also been much improved by the policy of draining the central portion, and still further by the advent of the Canada Southern Railway. One step further is greatly needed. The two leading roads of the township are—in the west, the Furnival, leading from the river through Rodney to the lake; and in the east the Graham Road, leading through Bismarck and Eagle to the lake. These are the worst roads in the township, whereas they should be made the best. On the whole, the progress of the last few years has been highly encouraging.

THE TOWNSHIP OF SOUTH DORCHESTER.

THIS snug and healthy little township is the only one of the county that is not bounded on the south by Lake Erie, it is situated north of Malahide and a small portion of Yarmouth, and contains 30,600 acres good land, equalized in 1876 at $43.00 per acre. The soil is clay and gravelly loam, and the timber, beech and maple, with a sprinkling of pine. It is free from swamps and ravines, gently rolling—well adapted to the growth of grain, and contains many fine farms.

Its settlement is of far more modern origin than that of the other townships. It had an existence as the municipality of South Dorchester, in the year 1852, on the separation of Elgin from the County of Middlesex. The first settlers in its territory were Isaac Willis and Archibald McLachlan, who located on Lot — in the 10th concession in the year 1826. Mr. McLachlan is still living and states that Mr. Willis and himself were Americans of British parentage, and came from Livingstone County in the State of New York.

The next settlement was upon the road leading east from Mapleton, and within a few years this now beautiful street was occupied by David Brooks, J. Cramer, C. Perkins, Stephen Wilcox, Walter Chase and John Wismer. Mr. Wismer is a Canadian, has been a magistrate for many years, and now lives on his fine farm a short distance east of Mapleton. David Brooks and C. Perkins emigrated from Vermont, and to-day the bulk of the residents of South Dorchester are of Canadian and American origin. Robert Allen was one of the early settlers upon the Mapleton road, and to-day there are few better agricultural streets in Ontario than this.

Hamilton Emery and Zedekiah Dance, two prominent and highly respected citizens located in the north in 1837. As late as the year 1840 the concessions of South Dorchester were a wilderness, and the whole township numbered not more than thirty or forty settlers. Some of the solid men who came from 1840 to 1850 were John and Archibald Clunas, Henry and George Woolley, the Cline brothers, John Luton and Matthew Fullerton.

MUNICIPAL ORGANIZATION.

On Monday 9th January, 1852, the first council met at the store of T. W. Waugh, on the centre road, (now Lyons.) Councillors Jacob Cline, John McArthur, Edwin McCready, John Dunn and John Luton. Jacob Cline was appointed Reeve, and Edmund Sheppard Municipal Clerk. Previous to this the town meetings were held at Edwardsburg, and three days were required to attend them, although the meeting lasted but one day. The village of Lyons, the present place of meeting, is near the centre of the Township, and until about the year 1860 was called Hale's Corners, from William Hale who built there a wayside Inn, (not the one of which Longfellow wrote.)

It contains one general store, one tavern, one pump factory, wagon shops, blacksmith shops, etc., and besides Springfield on the Malahide and Dorchester line, is the only village in the township. In the year 1859 the Agricultural Society was formed with E. McCready as President, and John Gregory as Vice President. Mr. McCready was for some years in the Council, and was at that time a prominent and active man in the Township. The society is now in a flourishing condition - its president is John Clunas, Esq., and its secretary and treasurer Matthew Fullerton, who has held this position since its foundation.

Within the past few years cheese making has been an important industry, and at present there is not a single farm but is within easy reach of a cheese factory..

On the whole South Dorchester, although the youngest township, enjoys privileges and immunities which are denied to some of the others. Its soil is all productive, its roads and bridges not expensive, its municipal affairs well managed and its taxes low. The developement of wealth and the progress of settlement in this territory, so recently reclaimed from the wilderness, may be judged from facts like this,—In 1852 the taxable property upon the assessors roll was $93,656, and in 1876, $1,131,728—its soil often yields from 30 to 40 bushels of wheat to the acre, and one of its many cheese factories manufactures $16,000 worth of cheese per year.

The Reeves of the township since its organization have been Messrs. Cline, McCready, Gregory, Johnson, Clunas, Brown and Hegler; Treasurer, Henry Roberts; Municipal Clerk, Matthew Fullerton. Mr. Fullerton has, to as great an extent at least as any other citizen, identified himself with the interests of the township, and, by his labor, good management and upright example, helped to make it what it is. He first settled on lot 9, in the 10th concession, the farm now occupied by one of his sons. Mr. Fullerton was married in 1839. His sons, Richard and Robert, are located on good farms in the township, and James, a young man of high promise and for some years a successful teacher, is now about completing his course as a student-at-law. Some of the daughters have married and settled near, and one is a faithful and popular teacher in the Ingersoll school. Mr. Fullerton has retired from farming and now makes his home at Lyons.

In 1840. Henry Niles, of Nilestown, Local Superintendent of Schools, first formed this territory into school sections, and one log school house was built where Springfield now stands and another near Mapleton, in which Mr. Sheppard taught. There are now six school houses in the township, all good ones except one. S. S. 7, taught by Mr. George Emery, and S. S. 2 at Springfield, C. T. Burdick, principal, may be mentioned as doing exceedingly good work. There are several church edifices belonging to the Episcopal and Wesleyan Methodist denominations, and one neat octagon brick building, the place of worship of the Disciples, near the residence of Mr. Bently, east of Mapleton.

Aylmer and Springfield are the principal markets. The last named village is on the south border; it has had a remarkable growth and will probably soon be a separate corporation.

THE TOWN OF ST. THOMAS, SITUATION AND EARLY HISTORY.

ST. Thomas was named from Thomas Talbot, with the Saint prefixed for euphony. It is situated in the center of the county of Elgin, east and west, on an elevated peninsula formed by the winding of Kettle Creek. The view, especially from the west, is very fine, and in the autumn, when the forest and shade trees have put on their glory of gold and crimson, these, with the green valleys below, the many brick walls and glistening spires beyond, and the long, high bridge spanning the stream, altogether form a picture of which Charles Sangster might write as he did of the "St. Lawrence and the Saguenay."

The men who first made their home here, when the place was not even a village but simply a part of the township of Yarmouth, are worthy of mention here. They are Captain R. D. Drake, the Mandeville family, Garret Smith, Capt. Daniel Rapelje, Archibald McNeil and Mr. Curtis. They settled here about the year 1810 and were cotemporary with the other early settlers of Yarmouth. Capt. Drake was the father of Mayor Drake, and his home was on the hill west of the creek, which for a long time was called Drake's Hill; he was the owner of the first wagon in St. Thomas, bringing it through the woods from the Long Point country in 1816. Garret Smith settled on lot 1, north side of Talbot Road, and Mr. Curtis on lot 2; his house was the late residence of John Farley, Esq., at the corner of George and Curtis streets, was built for a farm house in 1822, and is the oldest frame in St. Thomas. David Mandeville, with his sons, Henry, Abram, Richard and William, came from the Long Point settlement and located on 200 acres of land on the Southwold side of the creek. Mr. Mandeville kept a tavern at the foot of the hill, south side, where the gravel road intersects the street; the sons located on farms near. W. H. Mandeville, for many years the popular reeve of Yarmouth, was a son of Henry Mandeville. The first marriage in St. Thomas was that of Richard Mandeville and Ann Smith in 1818. Archibald McNeil gave the lot on which now stands the R. C. Church as a site for a church and a burial ground, and his remains now rest there. Daniel Rapelje was one of the strong-hearted pioneers; he emigrated from the State of New York, first to the Long Point settlement, then to lot 1, Yarmouth, south side of Talbot street; his log house was near the site of the present palatial residence of Mr. Farley; he built the first mill at St. Thomas—this afterwards passed into the hands of the late Mr. Paul, and is now the New England Mills of Turvill Bros. Mr. Rapelje laid out part of his farm into village lots and sold them, gave the plot for the St. Thomas Church and burial ground, moved in 1823 to Yarmouth Heights, where he died in 1828. His family consisted of thirteen children, five of whom were born in Yarmouth; of these, Jerome now lives in South Yarmouth and Mrs. Philips on Yarmouth Heights. The trials of these early settlers have been recounted elsewhere, and those who read or think of them must conclude that St. Thomas then and now, are widely different. A bushel of wheat for a yard of cotton, and eighteen bushels for a barrel of salt, seems a strange tale in 1876, but it was true in 1817.

James Hamilton, for many years the respected sheriff of Middlesex, was the first merchant of St. Thomas. In 1817 he brought a few goods by water to Port Stanly, and finally took in as a partner Mr. John Warren, and the oldest residents still remember the firm. Bela Shaw and Lucius Bigelow are also remembered in a similar capacity, and from the files of a newspaper published in St. Thomas in 1832, it would appear that at this time the only mercantile firm was that of Shaw & Co. Goodhue and Duncombe also sold goods as well as formed a partnership in the practice of medicine, and it seems that polite duns were necessary then as well as now, so in the same paper they gently remind their customers that the most liberal patronage, without pay, affords no real assistance to them. I must here record an opinion of Bela Shaw given by one who knew him well: it was that he was honest, kind hearted, a sort of obliging father to the settlers, and deserved the respect of all. He was supposed to have had some secret connection with the rebellion, but this was a mistake; he would have wound up his mercantile business and gone west if this had not taken place.

GROWTH AND DEVELOPMENT.

About the year 1825 St. Thomas had a beginning as a village and in the year 1832 a bird's eye view would have been widely different from that lately furnished to our citizens by Mr. Parsons. At that time the village commenced at the foot of the hill near the bank of the creek, and extended on Talbot street to Mr. Shaw's store, which was on the north side near the marble shop. Mr. Shaw's dwelling was opposite, and near the residence of N. W. Moore, Esq. A garden extended from the site of Mr. Carrie's store to the McAdam block, and fields of wheat and corn and uncleared land occupied the site of the rest of the town. A row of small wooden buildings was soon after erected on the bank of the creek, reaching nearly to the site of Mr. Borbridge's harness shop; Stanly street was a corduroy, and Talbot street was the race course, the quarter reaching to the site of Hay's bakery and the half mile dash to Moore's tannery. None of the other streets were opened.

T. Lindop, senior, settled in the village in 1831, J. H. L. Begg and M. T. Moore in 1832, Jas. Blackwood about the year 1840 and the Roe brothers in 1843. Space will not allow an extended mention of each of these; they contributed to the growth of the place when in its infancy, and some of them are prominent names in the business community at present.

The high prices of farm produce—especially wheat—during the Russian war in 1854 and '5 made every one rich and produced an

eager thirst for speculation. The first substantial brick blocks were built at that time, the Metcalfe buildings, by Benjamin Drake, Esq., which were first occupied by the Roe Brothers in 1855. The growth of the place has since been until lately very spasmodic; but, on the whole, sound and progressive. It was first incorporated as a village in 1853, with a population of 1,300; in 1861 it numbered 1,631, and in 1866 not many more; in 1870, it was less than 2,000, but since that time its growth has been so rapid, so promising, and so substantial that the term unprecedented is but fairly descriptive. There are many reasons for this, but the principal one is certainly this—*railroad enterprise.* It is not necessary to recount the struggles of W. A. Thompson, from 1867, until 1870 in procuring a charter for the C. S. R.; how he afterwards went to one capitalist after another, representing the vast advantages of a straight through line across Ontario; how, finally, Mr. Courtright, Mr. Dillon, Daniel Drew and others, took hold of the scheme and pushed it to completion; and how, as a measure of self protection, the Great Western Company built at the same time their loop line from Glencoe through St. Thomas also to the Niagara river. All this is well known, and the result was the expenditure in St. Thomas of hundreds of thousands of dollars, the employment of much labor, and the consumption of much material. The station grounds of both roads are outside of the old corporation, and, therefore, produced new growth and extension. The property across which the loop line passes at the north end of the town had been for some years the property of George Scott, Esq. This was purchased by Messrs. Farley, Horton and Welding. The passenger stations, offices, freight house and round house are built there, and the remainder now settled in town lots with good buildings upon most of them. Hiawatha street in this addition is a beautiful street, with some beautiful private residences.

The loop line was formally opened for traffic in February, 1873, and the offices of the Canada Southern taken possession of in the same year, although trains had been running irregularly on both roads during the greater part of 1872.

The Canada Southern Railway is now an institution of great importance to all of the lake shore counties, and closely identified with their interests, but for none has it done more than for the county of Elgin, and for no town more than the town of St. Thomas. The expenditure here for bridges, lands and buildings has been much more than was anticipated by the most sanguine of our citizens. The workshops will accommodate a force of 600 men, the round house will shelter 12 locomotives, and the passenger station surpasses any station in Canada, and it is only in the large cities like New York and Chicago that any are found equalling it. A detailed description of all these buildings is not possible here, nor perhaps necessary, as many readers of this work have had the pleasure of seeing them. They are of solid brick, roofed with slate, and with substantial Ohio greystone window caps and sills. The passenger station is 354 feet long and two stories high above the basement. It is constructed with a view to durability, solid comfort, convenience of internal arrangement, and adaptation to purpose. The ground floor is planned for the reception and accommodation of the traveling public: beginning at the west end, we come first to the reading room for the employees and others who have sufficient literary inclinations to avail themselves of its privileges; next, the gentlemen's waiting room, lofty, spacious and well lighted, 31 by 33; next, the ticket office, 14 x19, and retiring room, 14x14, for the officer in charge; next, the ladies' waiting room, of the same size as that for gentlemen; next, a spacious passage 15 feet wide, by which one may pass from the front platform to the trains, and from which by a heavy oaken staircase access may be had to the second story; on the east side of this passage is the barber shop and wash rooms, west the refreshment room, and next, a magnificent dining room, 33x79, with kitchen, 31x33, pantries, sculleries and other kindred conveniences; next, another passage of 15 feet in width, arched at either entrance, and next, the baggage room, station master's room, telegraph office and conductor's room. The offices of the company are upon the second floor, and to reach these we may take either of the broad oaken stairways and we land in a long corridor, 5 feet wide, and running two-thirds of the length of the building. This, on the south side, is lighted with numerous windows, and from it acccess is had to the different offices. Above each door is a fan light on which is painted in green and gold the number of the office, with the name upon the door itself. The effect of this is at once tasteful and very convenient. The offices are those of the General Superintendent, Assistant Superintendent, Treasurer, Deputy Treasurer, Paymaster, Purchasing Agent, Chief Engineer, Secretary, Solicitor, Resident Engineer, Draughtsman, with their numerous subordinates. The floors of all the offices are covered with the finest Kidderminster carpets, and the furniture is rich and comfortable. The whole is heated with steam and lighted with gas. The external is pleasing and conveys the impression of solid durability. A platform 20 feet wide covered with a fire proof veranoah, supported with cast iron pillars, surrounds the whole building. The cornice is bold and heavy in its outlines, and is supported by ornamental modillions and brackets. The upper story is lighted by 94 windows with circular heads, each shaded by a blind of blue and gold, and bearing on its center the letters "C. S. R." in monogram. Every expenditure of the company has been marked by enterprise and liberality, and they have now a road running through the Province 229 miles, from Amherstburg to Fort Erie, and 63 miles from Courtright to St. Thomas, with superior equipments, and 94 per cent. of which is as straight as a line. Let us wish them success.

Building operations began extensively in 1872 and have continued without cessation until the present. During this time hundreds of private dwellings have been erected, but none too many for the wants of the town. Rents are yet firm, and in very few localities are any vacant houses to be seen. In 1872 that portion of Yarmouth adjoining the town on the east, and known as Millersburg, from John Miller, one of the early settlers, was added to the town by act of Parliament and is now known as St. David's Ward. This is the new portion, and not only have hundreds of houses sprung up there as by the hand of magic, but it has its brick blocks and its important places of business. J. E. Smith, Esq., is one of its leading men who, by enterprise and capital, has done much for the development of its interests.

During the years 1875 and 1876 the business portion of the town on Talbot street has extended eastward. It did not follow Horace Greeley's advice and "go west," but chose rather to look toward the rising sun. The new brick blocks are refreshing to look upon; they are of the best material that the country affords, white brick with grey stone caps and sills, and cast iron supports. Some of those who have done this are Messrs. Pendleton, G. T. Claris, W. A. Hutson, Mrs. Pringle, McAdam, McLean, Arkell, Comfort, Jackson, Green, Murray, Hay, Turner, Ermatinger, Learn, McCready and McCrone. The Opera House, Odd Fellow's Hall and Post Office are fine public buildings. The Express Office and Post Office, are now centrally and conveniently located; the former is kept by Mr. Perry, and the latter by F. E. Ermatinger, Esq. The streets, sidewalks and crossings are now in good condition, the number of fine private residences is large, and the population, from 2,000 in 1871, has become 6,000 in 1876.

LIGHT.

The gas works of St. Thomas are the property of a company of our citizens, and were built and finished in 1874 by Connelly, Naylor & Co., of Pittsburg, on a contract for $59,700. They are located on Scott street; the main building has a frontage of 71 feet and contains the retort house, the purifying house and the meter house; the gasometer is a brick tank near by, 50 feet in diameter, 20 feet deep and holds 38,862 cubic feet of gas. The buildings and works embody every modern improvement.

There are about three miles of pipes; the streets, the public buildings and many private residences are lighted with gas.

FIRE PROTECTION.

The Messrs. Waterous, of Brantford, are the projectors or inventors of a system which is able to dethrone and so effectively squelch the fire king, as to prevent his doing extensive damage or ever getting control of any town. This system is in good order in St. Thomas. It was not brought about without many grave doubts being expressed and much opposition being shown, and if there be one influence to which more credit is due than to any other, for so desirable a result, it is but fair to say that that influence emanated from the sanctum of the *Canadian Home Journal.* This paper argued the case at intervals for four years, explaining away difficulties, and exhibiting advantages in their most favorable light. The history of the struggle, the voting down of the by-law, and the appropriation of the surplus need not be given here. A short description of the works, however, may not be out of place. There were nine tenders in different forms for their construction, and the council accepted that of the Haggert Brothers, in this town, for $23,543.60. The plan is simply a dam across Kettle Creek, and a sluice way into a large reservoir, a powerful engine with pumps to drive the water through a large pipe or main, from which smaller pipes branch under ground to every part of the town. Hydrants are located at almost every corner of the streets, and to any one of these may be attached hose to throw two powerful streams. The reservoir is of stone, laid in water lime, and has a diameter of 22 feet by 13 deep. The engine house is built over the reservoir; there are two engines each of 40 horse power and two separate boilers, all of the best material. In connection with the engine house is a very comfortable brick dwelling for the engineer. The main pipe leading up the hill to Talbot street is of eight inch bore, and has been tested at three hundred and forty pounds pressure to the square inch. The pressure required to send the water up the hill—a perpendicular ascent of ninety feet—is only forty pounds to the square inch. The main pipe on Talbot street and the several lateral pipes have been tested at two hundred and forty pounds to the square inch, or three times more than will be put upon them at any practical trial of the works.

A PUBLIC TRIAL

of the water works took place December 16th, 1874, in the presence of a large concourse of citizens and visitors from London, Port Hope, Woodstock and Windsor. The first effort was with a cold furnace and cold water: In twenty-five minutes the water issued from the hose, in one minute more it played upon the buildings, and in two minutes more it went higher than the tops of them. The second trial was from warm water in the boilers and with the fires out: In four and a half minutes after the alarm was given two powerful streams went over the Opera House, one of which directed against the flag staff made it quiver like a reed shaken with a strong wind. The third trial was to ascertain the effect thrown through a long distance of hose, and the result was that through 850 feet a stream was thrown on to the Court House dome, with the opinion expressed by those present that it could be thrown through 2,000 feet successfully. The works are capable of throwing five streams at a time averaging 1,200 gallons per minute. A pressure of steam is kept day and night in the boilers, so that if an alarm of fire is given, the power will be ready as soon as the hose are attached to any hydrant.

BANKS AND MONEYED INSTITUTIONS.

In 1835 J. K. Woodward established here what was called the Agricultural Bank, a sort of farmer's joint stock bank. This had no charter and was not managed upon sound financial principles, consequently it had a short life and not a very useful one. The Bank of Upper Canada then had an agency for a time, and in 1846 there was in St. Thomas a branch of the Gore Bank, managed by Hope and Hodge, and an agency of the Bank of Montreal by Edward Ermatinger; in 1855 Mr. Ermatinger also established the Bank of Elgin, which might if continued, have been a powerful and useful bank.

For our present extensive and solid banking facilities we are indebted mainly to two institutions: the Merchant's Bank of Canada, and the Molson's Bank now permanently established here.

The Merchant's Bank of Canada was established about the year 1856. In 1868 a branch was established in St. Thomas, and the present building occupied in April, 1873. This is a solid and beautiful structure located on the corner of Talbot and Queen streets, is of the modern French style with heavy Mansard roof and is three stories in height above the basement, and the interior is tastefully and richly finished.

The capital of the bank is $7,000,000; capital stock paid up, $8,152,016.67; rest, $1,000,000; contingent fund, $1,109,339.40; capital and surplus, $9,261,455.88. This bank has the reputation of being safely and liberally managed, and of standing firmly by its customers in times of peril.

President. Sir Hugh Allan. Staff in St. Thomas: A. M. Crombie, Manager; W. C. Kennedy, Accountant; W. R. Travers, Teller; W. B. Wray, Discount Clerk.

The branch in St. Thomas has been remarkably successful, and at the same time one of the chief bulwarks of the mercantile community; and it is not too much to say that both its popularity and success are greatly due to the prudent foresight, quiet energy and courteous bearing of its manager, A. M. Crombie, Esq.

THE MOLSON'S BANK

is another powerful and popular moneyed institution. It was first organized as a private banking company in 1853, but was enlarged and incorporated by charter in 1856. It was then named "Molson's Bank" in honor of its promoters, an old and wealthy family, comprising many branches, who have all become famous as energetic and successful business men. From the name, it is still thought by some to be a private bank, but this is not the case, as it has a stock capital and a perfect charter. The capital is distributed among wealthy and influential shareholders in the Provinces of Ontario and Quebec, one half being owned by members of the various branches of the Molson family.

Until 1870 its business was confined to Montreal; its capital stock was $1,000,000 and its surplus profits $60,000. At this time it was decided to open branches, increase its capital to $2,000,000 and its surplus to $540,000, equal to 27 per cent. of its stock. Only three banks in the Dominion have a large surplus, and, notwithstanding the commercial depression of the last three years, the usual dividend of 8 per cent. has been regularly declared and a handsome addition regularly made to the surplus fund.

The branch in St. Thomas, established in 1871 under the management of Mr. Thos. Blakeney, who by his popularity and courtesy soon secured a large and profitable business. In September, 1875, Mr. Blakeney was given the management of another office and was succeeded by Mr. George K. Morton, the present manager, and who for the last four years had successfully conducted the Morrisburg branch. In 1876 it was found necessary to have larger and more suitable premises, and for this purpose a site was purchased and a magnificent building is now being erected on the north side of Talbot street which will be ready for occupation in May, 1877.

This bank is noted at all its offices for strict attention to the interests of its clients, and advantageous terms to depositors and general customers; and, as a proof of the soundness of its financial policy is the fact, that although any bank may legally declare larger dividends

than 8 per cent. when the surplus fund is 20 per cent., the Molson's Bank continues to add all above 8 per cent. to the surplus, and will probably continu e to do so nntil this reaches 50 per cent., which will place this bank beyond all possible contingency.

A branch of the Imperial Bank is now being established here, with our townsman, M. A. Gilbert, Esq., as manager.

G. T. Claris, jr., and the Messrs. Rowley, each do a private banking and exchange business, and there are also located here two wealthy Trust and Loan Corporations. The Southern Counties' Building and Savings Investment Society, founded by Messrs. Comfort, Eccles and others, and the Southwestern a similar institution, so that on the whole we may safely say that our financial privileges are safe, liberal and extensive.

CHURCHES.

St. Thomas has ten churches regularly used as places of worship: One Presbyterian, two Baptist, two Methodist Church of Canada, one Methodist Episcopal. one Roman Catholic, one Bible Christian and two Church of England edifices.

Seven of these are brick structures, and all are nearly new, neat and comfortable. The Presbyterian, the Roman Catholic, the Methodist Church of Canada, and the English Church buildings are especially noticeable for their architectural beauty and finish. Their magnificent proportions, lofty spires, and rich, many colored and mullioned windows strike the eye of the observer, and their interiors recall the lines of Mrs. Alexander, in the poem of the burial of Moses,

> "In the great minster transept,
> Where lights like glories fall,
> And the organ rings and the sweet choir sings
> Along the emblazoned wall."

The cost of the Methodist Church of Canada was $18,000, and the occasion of its dedication was immortalized by a sermon by the orator Punshon, and by the delivery of his eloquent lecture "Mayflower Memories." This took place in March, 1870; the great audience room was crowded, and the lecturer spoke as if he had drunk deep at the fountains of inspiration, walked for a lifetime in an atmosphere of history, biography and poetry, and listened to the music of Apollo and the Sacred Nine. The lecture realized for the building fund $1,000, and at its close $6,200 more were subscribed.

The first place of worship opened in St. Thomas was the old English, known as St. Thomas' Church, on the plot of ground given by Mr. Rapelje. The main Cathedral now occupied by the congregation was built in 1876 and cost between twenty and thirty thousand dollars.

SCHOOLS AND EDUCATION.

In 1824, or four years after St. Thomas was first laid out as a village, Mr. Stephen Randall opened a grammar school, in a building near the site of the Lisgar House, in the upper room of which was held the Court of King's Bench. The judge was the late Judge Sherwood, and the King's Attorney, the late Sir John Beverly Robinson. Many teachers have come and gone since Mr. Randall, and many pupils have gone out from their care to do battle in the strife of life.

St. Thomas at present, with its well equipped high and public schools is a powerful auxiliary to the educational system of the county. The St. David's Ward school house is a fine two story white brick structure, and contains four rooms; the Central School House on Vanbuskirk Avenue contains nine rooms. The teaching staff is a very efficient one, and, besides educating the thousands of the youthful population of the town, a large number from the country attend, chiefly in the High School, to prepare for the professions or to enter the University. The teaching staff of the High School consists of John Millar, B. A., Classical Master; J. W. Cook, Mathematical Master and Thomas Leitch, English Master; of the Public School, Mr. Campbell, Misses Phillips, Comfort, Hall. Wyatt, Marks, Campell and Morgan. The number will be increased in 1877.

A Ladies' College on a liberal and comprehensive plan is now a certainty and will be erected the coming year.

THE PRESS.

Both the material and the intellectual progress of a people must always be related to the journalism of the period; some account, therefore, of the newspapers of St. Thomas, with the notices of the men who made them, imperfect and incomplete as these notices must be, should find a place here.

The first paper started in St. Thomas was the *St. Thomas Journal*, edited by George and Thomas Hodgkinson, and sometimes assisted in an emergency by the brother Philip, of Aylmer. This paper was party and political, was started in 1831, and in 1832 another also, party and political was established, and soon they were battling each other after the most ultra style of newspaper warfare. This cotemporary of the *Journal* was the *Liberal*, owned by fifty stockholders, "independent yeomanry of Middlesex," and edited by a young man of remarkable ability as a political writer, Asahel B. Lewis, the eldest of the Lewis brothers who settled here about that time. It was an era of much bitterness and rancorous feeling between the two parties. "Family Compact" and "Clergy Reserves" are the two terms which most plainly tell the nature and issues of the conflict. Editorial writing as well as anonymous correspondence in our day sometimes degenerates into personal abuse, but the "amenities" of 1832 are far more striking; and no wonder, when at the political meetings not only "amenities" but *shillelahs* were *striking*. I mention these things only as items of history, for the purpose of giving a true picture of the times, and without fear of awaking any of the feeling now, as the issues are all settled, faults forgotten and virtues remembered with the lapse of years.

Here then, is a "specimen brick" from correspondence: "I had intended to take no further notice of that miserable concern printed in St. Thomas, but since the editor has published an entire false statement to my letter, I shall condescend to notice the blackguardly vehicle, and expose its puerile evasions and contemptible perversions in their proper light." The following is editorial between the *London Sun* and one of the St Thomas papers:

"We make use of the following extract to show the unblushing impudence of this black hearted libeller: 'Dost thou think, thou poor, pitiful, grovelling wretch, that we ever wrote a word for the press, which 'dying we could wish to blot?'"

The *Liberal* was a 48 column sheet and contained much editorial matter and much argumentative correspondence, all terribly in earnest. After the untimely death of Mr. Lewis, which occurred at the early age of twenty-eight, it was edited for a while by John Talbot, not a relative of Col. Talbot. The *London Sun* was edited by Edward A. Talbot, of Port Talbot. The *St. Thomas Journal*, also on the Family Compact side in politics, was in 1833 edited by Donald Fraser, a minister from Scotland.

At this time Wm. Lyon Mackenzie was in England, on a mission in favor of the Colonies. He wrote constantly for his own paper, the *Colonial Advocate*, and his letters were regularly copied in the *Liberal*. Here is the conclusion of one of them: After rejoicing at the success of the Reform Bill, he says: "Reform in England will aid the cause of Reform in Canada. Let the Colonial oppressors, the greedy, grasping placemen, pensioners and jobbers set their houses in order; their day of account draweth nigh; I shall see it, I trust, and rejoice.

"With sincere and affectionate wishes for the happiness of Canada, and the many thousands of worthy and kind men and women it contains, I conclude this letter. W. L MACKENZIE."

The papers then had but few advertisements. Among these, Bela Shaw reminds his customers that he has a full supply of tanner's oil, 6,000 barrels of salt and 20 tons of grindstones; Goodhue and Duncombe that the most liberal patronage is a starving business without pay; Joel Doan that he has a tannery in South Yarmouth, and Samuel Minard that he will pay 3 coppers reward for the return of an *indented* boy, James W——; (suppose he meant an indentured boy.) There is also the notice of a marriage of Miss Isabella Celeste Jones to Samuel Wing, of Dunham, and the following couplet of farewell to the bride:

> "Celestial Isabella
> At length has taken wing,
> And left our western regions
> On Dunham hills to sing."

These papers both ceased publication before the year 1837. The resort to firearms took place this year, but in this District hard words and harder clubs were in frequent use from 1830 to 1840, and perhaps longer.

The *Enquirer*, edited by John Kent, was the next publication. It had a short life and was followed by the *St. Thomas Standard*, a Conservative paper, edited by the late Mr. Ermatinger. This was commenced June, 1844, and the last number was issued in June, 1846. The *Canadian Freeman* commenced with the year 1846, and was a Reform paper edited by L. Cunningham Kearney. The editorials were not remarkable for smoothness of language and care in the choice of words, but were yet bold, sincere and stirring. An earnest advocacy of the separation of the lake shore townships from the county of Middlesex was begun by Mr. Kearney, and his paper was the medium through which the agitation was carried to a successful issue. In this, nearly all the citizens took part, and it was emphatically a "long pull, and a strong pull, and a pull altogether." This paper draws a picture of St. Thomas in 1846 as containing 1,000 inhabitants, mentions two distilleries (where "good whiskey" could be obtained), the stores of Hope, Hodge & Co., Alworth & Co., M. McKenzie, J. & W. Coyne, John McKay, and J. H. Begg; Doctors Southwick, Duncombe, Williams and Bowman, and two lawyers whose names are not given.

After the cessation of the *Freeman* the village was without a local paper until the first number of the *Dispatch* was issued in January, 1853. It was at first carried on by D. W. Hart, editor, and P. Burke, printer. After a time Mr. Burke assumed editorial control, and for years much writing was done for the paper by Edward Ermatinger, Esq. Its publication was suspended in 1876 after an existence of twenty-three years, during which time it was faithfully conducted for the development of local interests and for the political success of the Conservative party.

Another conservative paper, the *Elgin Express*, was commenced January 31st, 1872, and continued about one year. There are at present two well established and ably conducted journals in St. Thomas, the *St. Thomas Times* and the *Canadian Home Journal*.

In the year 1859 Archibald McLachlin issued the first number of the *Home Journal*, and by his learning, good taste, liberal views and unceasing industry soon made it a political power in Ontario, and a highly useful family newspaper. He continued the proprietorship until near the close of the year 1876, when it was transferred to his sons, James and Robert McLachlin, and Mr. Archibald Blue. Mr. Blue had been its principal acting editor for some years, and, as well as Mr. McLachlin, has done much to give the paper its present excellent reputation.

The *St. Thomas Times* was established 22nd June, 1873, is issued both weekly and semi-weekly, is ably edited by John Wilkinson, has a wide circulation, and gives promise of an extended career of usefulness. The welfare of these journals is so intimately connected with that of the county, and they have thus far so faithfully labored for the development of our local interests and the intellectual and moral well-being of the community, that all will join in wishing them good speed and God speed.

VISIT OF LORD DUFFERIN.

This is worthy of remembrance as an era in the history of the town, not alone because of the cordiality of the welcome and the imposing display made on the occaslon, but because of the high character of Lord Dufferin as a statesman, a scholar and a true gentleman. On the 27th of August, 1874, at 2:30 P. M., Lord and Lady Dufferin and suite were met at the Great Western Station, by the members of the municipal corporation, reception committees, and a vast concourse of citizens Addresses of welcome were presented by Mayor Drake on behalf of the town of St. Thomas, and John McCausland, Esq., Warden of the county, to which graceful and eloquent replies were made by his Excellency. A long procession was then formed, which passed through the principal streets of the town, under arches of tasteful design, and past shops, dwellings and public buildings, ornamented with evergreens, banners and mottoes, to the C. S. R. Station, where toasts were drunk and speeches made.

His Excellency of his own choice visited the High and Public Schools where, after the presentation of the Principal and Assistants, the pupils sang the national anthem, and bouquets of flowers were presented to Lord and Lady Dufferin by two little girls, Ada Dexter and Jennie Carrie. Among the presents at the station, was the life of Col. Talbot, Founder of the Talbot Settlement, by the author, the venerable Edward Ermatinger. It was a day long to be remembered, since Lord Dufferin has so endeared himself to the people of Canada by his courtesy, his learning and his earnest solicitation for their welfare.

MANUFACTORIES.

MACPHERSON, GLASGOW & CO., FINGAL AND CLINTON, ONT., FOUNDERS AND MACHINISTS

have been established since 1848, and have made a specialty of threshing machines. They manufacture the celebrated "Climax Double Cylinder" and "Vibrator" threshing machines, and the "Monitor" Agricultural, portable steam engine. The firm have two establishments, one at Fingal, Ont., and the other at Clinton, Ont. The factory at Fingal is a frame building, two and a half stories high, and occupies a large space of ground. In the front are the finishing and wood shops, and also their office, which is a large and well arranged building. In the rear are the blacksmith and moulding shops, engine room, paint sheds, ware rooms, stables, dry house, pattern house, lumber sheds, &c. Their iron finishing and wood working department are furnished with the latest and most approved machinery, in great variety, all of which is run by a twenty-five horse power engine. The establishment at Clinton is of about the same extent as the one at Fingal and manufactures the same machinery. The firm employ between 40 and 50 skilled workmen at each establishment.

They have sold this season, 1876, at both places, nearly 200 threshing machines complete, 12 portable steam engines, and a large number of four-horse powers, straw cutters, grain crushers, plows, cultivators, &c. Twelve of their "Climax" machines have been shipped to the Mennonites in Manitoba, near Winnipeg, from their Clinton Works. They expect to sell a large number in Manitoba.

The Fingal firm have shipped several machines to purchasers in the State of Michigan, which sales are yearly increasing. Their "Monitor" steam engine has been awarded first prizes at the

N. Y. State Fair, Rochester, 1874,
Eastern N. Y. Fair, Albany, 1875,
N. Y. State Fair, Elmira, 1875,
Provincial Exhibition, Hamilton, Ont, 1876.

For durability, convenience and economy it has no equal, and it is the lightest for its capacity of any engine made. It is so constructed as to be turned or cramped as short as a city hack, and requires no leveling, blocking or staking.

The engine can be set and steam raised in less time than it takes alone to set a horizontal engine. The boiler is upright, and the smoke stack is provided with a perfect "spark arrester," thereby insuring safety from loss by fire.

The "Climax" machine is so well known throughout the province that it will not be necessary to explain it. The firm are yearly making additions to their works, employing more men. Their sales are correspondingly increasing, and their goods so well recommend themselves as to need little commendation.

THE WALLACETOWN CARRIAGE COMPANY.

This manufactory was but lately established, and its career has been thus far very auspicious and its operations very satisfactory. It is indeed the supply of a long felt want, and an enterprise in keeping with the progress of the surrounding country. The vehicles turned out here, from the heavy lumber wagon to the finest phaeton or top carriage, are of the best material and finish. In all the important requisites of good work they compare favorably with any in the country. Some very fine specimens have been lately shipped to Australia, and it is probable that a market may be opened with that country. The West Riding of the county, however, with its agricultural progress, and the improving tastes and circumstances of its people, must itself be a permanent and most valuable market. Mr. D. McLaws is the popular and pushing manager of this concern.

THE RED FOUNDRY

was established in 1854 by Hunt and Stacy, and is located on the corner of Center and Metcalfe streets in the town of St. Thomas.

It was purchased in 1871 by C. Norsworthy & Co., its present proprietors, who have by industry and liberal management built up an excellent business. They have enlarged and refitted the building, put in new and superior machinery, and in every way kept pace with the rapid growth of the town. Mr. Norsworthy is a practical machinist, and has followed his occupation as an iron worker for the last twenty-five years. Mr. John C. Lindop, the other member of the firm, is a native of St. Thomas, and well known in the county as a faithful and capable business man.

They keep a large force of competent workmen, and manufacture agricultural machinery, mechanic's tools, fork, broom and axe handle lathes, heading machines, horse powers, wood sawing machines, &c., castings of all sizes, from small models up to heavy columns for the modern architecture of the country; also a variety of hardware not usually made outside of large manufacturing towns, such as jack screws, letter presses, cheese presses, door and gate fastenings &c., They thus keep their regular staff employed constantly thereby avoiding changes and securing more skilful workmen.

They have the exclusive right to manufacture the "Patent Diamond Iron" for the counties of Elgin, Essex, Kent and Lambton, and their Diamond Iron Plows are of acknowledged excellence.

THE PORT STANLEY TURNING FACTORY, HEBLETHWAITE & GOLDING,

was started a few years ago by a practical mechanic, who soon after received Mr. Heblethwaite as a partner. In June, 1869, he retired, leaving Mr. Heblethwaite sole proprietor. In 1870 Mr. Charles King, a wealthy farmer of South Yarmouth, and Mr. Golding became his partners, and with these additions of means and enterprise the business became extensive and profitable. Mr. King in the interests of the firm visited Montreal, Quebec, and other eastern cities and towns, and secured connections with important wholesale houses for the sale of their manufactured products. This gentleman, by his practical knowledge and straight forward and affable manner, proved a valuable aid in building up the business. He has now retired, and it is carried on successfully by Heblethwaite and Golding. The timber along the lake shore is well adapted for turned work, and their goods have an excellent reputation for material, shape and finish.

The building is on the west side of the harbor, convenient for shipping, either by rail or water. The motive power is a steam engine of 20 horse power, and a boiler of double that capacity. On the lower floor is a drag saw for cutting the logs in requisite lengths, and circular saws for ripping and blocking the timber all ready for the lathes. These, which are certainly a most ingenious invention, turn out all manner of handles. To turn a piece of straight work, every section of which is a perfect circle, is a matter easily understood, but to shape correctly and finish perfectly a buggy spoke, an axe handle or a shovel handle, requires more complicated machinery. Those who are delighted with these triumphs of mind over matter should visit the turning factory, and see how this is done by means of revolving saws, sand, and emery belts, and patterns revolving on the eccentric principle.

THE BEAVER CREEK WOOLLEN FACTORY

is situated a little west of the village of Union in the township of Yarmouth. It was commenced in 1837 by James Thomson, one of the early settlers of the county, who employed the ingenious John Preffer to erect the building and get the machinery in order. Mr. Thomson soon after went away to the Western States and never returned to take any interest in the establishment, after it was ready for work. Its existence in its present form is mainly due to Mr. Preffer, and a "personal" word concerning such a man cannot be out of place here. Mr. John Preffer was one of the pioneers of Yarmouth, and came into this county in 1816 from New Hampshire, where he was born in 1794, a near neighbor of Horace Greeley. He was one of those adventurous, daring, self reliant spirits, who fear not to leave the paternal roof for a wider field of action, and in this country to seek a new home and new friends. He first settled in Westminster, and built a woollen factory at Hall's Mills, which he sold to Mr. Hunt and then moved to South Yarmouth. Of his long life residence here he said, "I have travelled over many of the best sections of the continent, between the Atlantic and the Mississippi, and have been somewhat observant of men and things; and from each journey I returned more thankful than ever for the selection of the home I made in the early period of life. Taking everything into consideration, we enjoy more prosperity, and more of the solid comforts of life in the county of Elgin, than in any other part I have ever seen." Considering the appliances which Mr. Preffer could then control, he certainly accomplished wonders in the way of fitting out the mill with adequate machinery. Like the celebrated James Watt, he had a fertile mind and would not be beaten. In 1842 he built a spinning jenny of 96 spindles, forging and grinding them with his own hands, and in 1843 his machine was mounted in a wooden frame and ready for the season's work. The jenny being found successful and quite equal to the requirements of the country, the next step was to feed it with well carded wool. This imposed the necessity of making carding machines, and to this task Mr. Preffer set himself nothing daunted by want of the models, patterns, tools, machinery, or the advice of those already skilled in such manufactures. These in turn were successful, and he could now pick, card and spin the wool; but it now became necessary to convert the yarn into cloth by a more expeditious method than the one in use. Having thought out his invention, he commenced and made four looms, one broad and three narrow. These did good service for years, though, of course, greatly inferior to Dr. Cartwright's great invention of the power loom, now in use the world over. The whole of Mr. Preffer's machinery was completed by the summer of 1843, and the factory in successful operation. Soon after this it was sold to Mr. James Haight, merchant of Union, and he retired to his farm south of St. Thomas, where for some years he continued to exercise his practical knowledge, in conjunction with his son Lucius and Mr. Wise, in the manufacture of carding machines, which for strength and excellent workmanship gave entire satisfaction to customers. Mr. Lucius Preffer inherited many of his father's qualities, and is an interesting talker, and exceedingly well informed reader and thinker.

Mr. James Haight obtained possession of the factory in 1845, and for some years directed its operations with a vigorous hand. Subsequently Mr. Thomas Green purchased an interest, and, after some other changes, Thomas and Benjamin Green became sole proprietors and for a number of years carried on an extensive and highly successful business in manufacturing for the wholesale merchants. The Brothers Green were practical, progressive and popular, and their goods were eagerly sought after. They never had the slightest difficulty in making ready sales, and they manufactured yearly 20,000 yards of heavy Canadian Tweeds. It is a pleasure to their many friends to know that they can now pass their time in comfort and affluence and enjoy that learned leisure to which their years of labor so fully entitle them. They are brothers in the highest sense of the word; their wives are sisters, married at the same place and time; their homes are of the same pattern, and within a friendly distance of each other; their libraries are well selected; their hospitality kind and genial, and their conversation always a literary treat.

The factory has now a grist mill in connection, all owned by Messrs. Haight and Willson, and known as the UNION MILLS.

They keep on hand a large assortment of cloths made from good wool, and no shoddy, and give the best of satisfaction in custom gristing, carding and spinning, and all other work usually done in such an establishment; are upright and obliging men and such as should be encouraged as manufacturers among us.

CRUISE AND STERLING, CONTRACTORS AND BUILDERS.

Their planing mill and sash and door factory is located on Talbot street in the town of St. Thomas, next building east of the R. C. Church. They have excellent stock, first class machinery, and a force of about twenty-five workmen, and are prepared to do everything in the building line. They keep on hand and make to order sash and doors in great variety, frames, turned work, scroll work, mouldings, brackets, and a general assortment of building material. Builders find it an advantage to purchase of them, and their shipments during the past year over the railway lines east and west have been considerable. One of their enterprises is the manufacture of a very superior article of school furniture, the "Excelsior School Desk and Seat," on which they have made an improvement. This seat is the result of much experience and inventive skill, and in elegance of design, beauty of finish, strength and durability, and, at the same time, comfort to the occupant, is unsurpassed by any of the patterns now before the public.

Orders are solicited in all of the above mentioned lines.

THE AYLMER PORK HOUSE, SCOTT, YORKE & CO.

In the year 1866 Mr. Enos Scott, the senior partner of this firm, established in the village of Union the "Elgin Pork House," and continued the business alone for six years, during which time by his tact, enterprise, and untiring activity, markets were formed and business connections established in the cities and leading towns of the Dominion.

Mr. Jehial Yorke, a gentleman with character, means and enterprise in keeping with the progressive state of the business, was now received as a partner, and the firm was known as Scott and Yorke. The next step was the removal to Aylmer and the condition of another partner in the person of John Marlatt, jr., a son in-law of Mr. Scott, constituting the present firm of Scott, Yorke & Co.

The pledge made to the people of Aylmer was the expenditure of not less than $3,000 in buildings, machinery, &c., and the payment of not less than $50,000 per annum for stock. This pledge has been more than kept, for, as a matter of fact, in place of the $3,000, the company has expended between $19,000 and $20,000, and their yearly purchases reach nearly $150,000. They employ about 30 hands and pay about $8,000 yearly for labor, and the creation of a valuable addition to the village has been one of the results. Their shipments reach 150 car loads annually, and they pay the railway companies many thousands of dollars for freighting. This very gratifying exhibit is the result to some extent of the following causes:

First. The business is followed alone and not mixed up with any other.

Second. They are personally acquainted with nearly all their customers, their wants and circumstances, and by straight dealing and the prime quality of shipments, have been able to retain connections with first class houses, their best customers being their oldest ones.

Third. The old and tried hands in their employ are given a per centage of the net profits, thus creating that constant interest and care which are best calculated to ensure success.

Fourth. Each member of the firm gives constant and active attention to his particular branch of the business.

The main building is 130x40 feet and consists of three flats besides the basement or cellar. This last is used for curing, with a capacity of from eight to ten thousand hogs. The first flat is used as a store room, packing room, lard room and engine room. The second flat consists of the receiving room, cutting room, tank room and office; and the third flat is used for storing salt, with a capacity of ten car loads The whole is heated, and the hoists, sausage machine, saws, &c., are driven by steam.

The telegraph is an important adjunct in conducting the business, and the Montreal Telegraph Company have kindly placed one of their instruments in the office for the use of the company. At the date of this writing (8th December, 1876), the daily receipts of the house are about 300 slaughtered hogs daily, and their payments for the same about $4,000. The markets of the cured and salted meats are extensive and certain, comprising the seaport towns and cities of the maritime provinces, the lumber regions of the Gatineau and Ottawa, and, in fact, a large number of the towns and cities of the Dominion.

The highest cash prices are constantly paid to producers and the operations of the Company are a boon to the surrounding country.

PERSONAL SKETCHES.

JAMES BROWN, ESQ., IS ONE OF THE OLDEST OF THE PIONEERS OF MALAHIDE.

Mr. Brown was born in Schoharie, in the State of New York, in the year 1795, emigrated to the township in the year 1815. He has built mills and cleared farms, and in the early days of the lumber interest was one of the most active and enterprising men of the settlement—was married in 1822 to Sylvia Bradley. His son, Hiram Brown, Esq., now occupies the first hotel built in Aylmer; this, however, has served its time, and is soon to give place to a fine brick structure. Mr. Brown has been a magistrate since 1854, and was four years in the county council; he is a man who has opinions of his own and is always frank and outspoken in expression; he is a man of excellent judgment and sterling honesty and integrity of

purpose, and has always been held in the highest esteem by those who can look through an occasional bluntness of manner and see the man himself. In the early times, and before law courts were as numerous and accessible as at present, Mr. Brown was often chosen as the adviser and arbitrator between contending parties. With social powers as vigorous as ever, and in the enjoyment of as good health as falls to the lot of most of us, he is now living on his farm just outside of the corporation of the village of Aylmer.

LEONIDAS BURWELL.

This gentleman is the fourth son of Colonel Mahlon Burwell, whose name is so prominently connected with the early settlement and subsequent improvement of what is now the county of Elgin. The subject of our sketch was born in Southwold in the year 1817, and his boyhood was passed among the privations incident to the times; and his promotion to a high position of honor and trust is not due to early advantages of education, but rather to that energy which conquers difficulties, and that sincerity and honesty which never fail to beget confidence and command respect.

As we have seen, Port Burwell received its name from Colonel Mahlon Burwell, and thither the son Leonidas went to reside in 1842. At that time the different townships sent representatives to the Council of the London District, and in the records of that council may be found the name of Mr. Burwell as representative from the township of Bayham.

In 1857 Mr. Burwell was chosen to represent the East Riding of the county of Elgin in the Canadian parliament, which he did until 1867 with great acceptance. He has since retired into private life and now resides at his beautiful and picturesque home on the banks of Lake Erie, at Port Burwell.

In 1843 Mr. Burwell married Miss Wrong, eldest daughter of the late Gilbert Wrong, of Grovesend. Mr. Wrong is spoken of in the history of Malahide as one of the first settlers of Nova Scotia street. The family consists of one son and two daughters, and the home on the hill is known to all who have visited it as one of taste and refinement. Among his fellow men Mr. Burwell's influence has always been a good influence, and he is a liberal patron of whatever tends to the improvement of society.

EZRA B. FOOTE, M. D.,

whose sudden and lamentsd death occurred during the present year, 1876, was born in the State of New York in 1821. He graduated at Geneva College at the early age of twenty-one years, and immediately emigrated to Canada. He remained six months at Brantford, three months in Sparta, attended medical lectures in Toronto, and established himself as physician and surgeon in the then young and thriving village of Aylmer. His practice became extensive and lucrative, and he was endeared to us not only as one of the pioneer physicians of Aylmer and vicinity, but as a man of friendly, social qualities, who identified himself with the best interests of the community. As a physician he was faithful and conscientious; as a husband and father kind and indulgent; and, as a member at society, honest and upright. Dr. Foote was married to Rachel Mills, a daughter of John Mills, jr., of Yarmouth. Of the six children, one only survives, the daughter, Nina, now living with Mrs. Foote, of the home in Aylmer. The others were taken away when quite young. At the loss of one of these—especially, a bright little boy, his namesake, who lived to be two and a half years old, the doctor never ceased to grieve.

One of the charter members of Malahide Lodge No. 171, A. F. and A. M., was Ezra B. Foote; he afterwards took several of the higher Degrees, and his funeral was conducted by his brethren of the Mystic Tie with Masonic honors and solemnities.

MATTHIAS HOVEY.

This gentleman has been a member of the firm of Macpherson, Glasgow & Co. since its foundation, and is widely known throughout Elgin and the surrounding country, not only as a successful and progressive manufacturer, but as an intelligent, well informed, independent thinker, and a genial, upright citizen.

Mr. Hovey was born in Otsego county in the State of New York, and moved to Oneida county at the age of ten. He spent his early years amid the hum and din of a cotton factory, and served his time as a manufacturer of cotton machinery. He remained fifteen years in Lockport, N. Y., ten of which were in the establishment of G. W. Hildreth as a journeyman in all kinds of iron work. In February, 1848, he emigrated to Canada, and in May of the same year assisted in establishing the FINGAL FOUNDRY, the machinery for which had been made in Lockport by Mr. Glasgow and himself.

Mr. Hovey was married in Lockport in 1837, has one son, who has charge of the Clinton branch of the foundry, and three daughters, one married to Mr. Pollock, merchant of St. Thomas, another to Mr. McDonald, barrister, and Annie, the youngest, unmarried and at home.

The life of Mr. Hovey in Canada has not been an eventful one, but rather a pleasant and a useful one. Besides performing an important part as a member of one of the oldest and most successful manufacturing establishments in Western Canada, he has devoted much time to reading, and his general knowledge, together with his calm cheerfulness and conversational powers, lends a charm to his home and renders him a most agreeable fireside companion. His life has been thus far, that of the dignified worker and thinker. He has made many friends and no enemies.

EDWIN GRAY, ESQ.,

has made his home in the north of Bayham, and a beautiful and hospitable home it is. His father and mother when emigrating in 1837, were shipwrecked off Lake Erie, and lost all their effects, including $3,600 in gold, with which they had intended helping themselves in the new settlement, consequently young Gray had no capital to begin with, but his industry and ingenuity. He has had his reverses and heavy losses, but has borne them manfully, is well to do at present, and, with the farms he has cleared, the mills he has built, and the substantial aid he has given to progressive enterprises, both public and private, is emphatically one of those who have made the township of Bayham better for having lived in it.

Mr. Gray was married in 1851 to Miss Hannah A., daughter of Deacon Havens. They have four children, three sons and one daughter. One of the sons is at the C. L. Institute at Woodstock, and all are children of bright promise and ambitious to learn. Mr. Gray has resided at Eden for twenty-six years, has represented his municipality in the township and county councils, and has long been known for his enterprise, his liberality and genial hospitality. In the palmy days of the prosperity of the lumber interests in that locality, Mr. Gray's house was the resort of such kindred spirits as T. B. Bain, Esq., Dr. Sinclair, and John H. Smith, and right cheerful and friendly were the hours of relaxation from the cares of business. His buildings are among the finest on the road from Ingersoll to Port Burwell, and to the passer by, recall the words of Mrs Hemans:

"The stately homes of England
How beautiful they stand
Amid their tall ancestral trees
Throughout the pleasant land."

WILLIAM A. GLOVER,

though yet in the prime of life, has witnessed the greater part of the rapid growth and improvement of the county.

Mr. Glover was born in the town of Dundas in the year 1821. His father died when he was but two years of age, and his stepfather was Mr. John Fletcher, of the Back Street, Southwold. Here Mr. Glover spent his childhood and youth, doing his best to acquire what many now neglect who have much better opportunities—a good education. At nineteen he came to Malahide and commenced life in that occupation which has been a laborious but beneficial and earnest discipline for thousands of good men—that of public school teacher. After an experience of about seven years and some time spent in travel in the west and south of the United States, he settled in Port Burwell, where he remained fifteen years, and then moved to Summer's Corners, Malahide, and then to the village of Aylmer.

Mr. Glover was elected to the Bayham Council in the year 1857, and was for several years a member of the County Council, has been an active promoter of the cause of education, and always a genial, and highly respected citizen.

Before settling in Port Burwell Mr. Glover married Miss Louisa Summers, of Malahide. The happy family circle has never been broken. Of the five children, one daughter is married, one a school girl, and the three sons are from home, all telegraph operators and railway station men

John R., the eldest, is in Tennessee, a railroad agent; William is in San Francisco, at the head of his profession, as a telegraph reporter for the press, and Alexander, the youngest, is now at Victoria on the C. S. R.

A reunion takes place now and then, and the many friends of the family will join with the writer in the heartfelt wish that at these they long may say, "We are all, all here."

WILLIAM HARVEY.

This man, whose untimely death, 14th June, 1874, caused mourning and regret throughout the whole constituency of East Elgin, was a resident of Malahide from his youth, and a son of one of the early settlers of that township. The main facts of his history may be told in a few words—his character can only be appreciated by those who knew him best.

Mr. Harvey was born in Malahide in the year 1821 on the same farm now occupied by his widow and family. His father died when he was but seven years of age, and his early guardianship devolved on his mother and his oldest brother. This eldest brother is Joseph Harvey, Esq., of Aylmer, a man whose life has been also marked by sterling honesty and guided by noble qualities of mind and heart. The school boy days of William were passed when educational privleges were not the best, but his ambition and love of knowledge conquered many difficulties. He was married in 1848 to Sophronia Mack, daughter of Sebra Mack, one of the early residents of Malahide. The union was blessed with eight children, four sons and four daughters. Two of the sons died in 1858, and although the fires of affliction have been rekindled around the family altar by the loss of the husband and father, yet Mrs. Harvey has much to live for in the presence of the remaining children, who make many friends by their amiability of character and praiseworthy course in the acquisition of knowledge; and the eldest daughter, both by education and natural administrative capacity, is able to give excellent assistance in the management of the estate.

The elements of Mr. Harvey's character were worthy of imitation and such as will stand the test of time. They were the guides of a busy and successful life, and some of them may be enumerated, such as strict honesty in business, and, indeed, in all transactions with his fellow men, untiring industry and punctuality in the discharge of his duties, an earnest love for human liberty and the inalienable rights of man, and last but not least an unaffected piety and deep-seated religious feeling.

Mr. Harvey was a reader and a thinker; it was a treat to pass an evening with him, not only because he was genial, whole-souled and companionable, but because he never talked without saying something, and something too which generally left an ennobling impression. He understood the current affairs of the time and had looked carefully into the past history of Canada, England, and the United States. Wherever in these countries a few great minds had made a stand against oppression and fraud, and in favor of liberty and progress, he had heard of them, and his heart beat a response to their efforts; and I never shall forget my first evening with him nor the manner in which he spoke of William Lloyd Garrison, George Thompson and Ebenezer Elliott.

Mr. Harvey was for many years a representative of his township in the County Council; and, in 1872, the East Elgin Reform Convention considered him the strongest among many good men to contest the Riding in the interests of the Reform Party. He was successful at the polls, and when—at the close of one session—the House was dissolved and an appeal made to the country, he was again returned as the Representative of East Elgin in the Dominion Parliament. For twenty-six years he was Superintendent of the Sabbath School in Centerville, and the last Sabbath of his life took charge of the exercises as usual, and talked feelingly and affectionately to the scholars of the benefits of Sabbath Schools, and spoke incidentally of his observations upon them during his stay in Ottawa.

In conclusion of this brief notice of a man who deserves a eulogy as well as a biography, let us record the fact that he was one of those whose memory lives in the good he has done, and that he is not only remembered by individuals, but that many, very many societies and organizations, social, religious and municipal, recognized his worth and passed resolutions of condolence with his bereaved family. Of these we beg to copy but one:

At a meeting of the County Council held at St. Thomas, June 16th, 1874, the Warden, John McCausland, Esq., in his address thus alluded to the subject of this sketch:

"It is with feelings of the deepest regret that I refer to the death of our late Representative for East Elgin, Mr. William Harvey, M. P. I may say, and in doing so, I express the feelings of the whole Council, that his loss is a public calamity that will be felt by his friends, by the community, and by the country. For many years he has been on the most intimate terms of association with many of us, and anything that I could say would go but a little way to express the feelings we experience at the loss of one who proved himself in every capacity, a man of principle, a gentleman and a Christian."

It was then moved by Mr. Nairn, seconded by Mr. Suffel, and resolved,—"That the members of this Council have learned with deep regret and profound sorrow of the unexpected death of William Harvey, M. P., and embrace the earliest opportunity of testifying their high appreciation of his many estimable qualities as a man and a public representative, and of expressing their sincere sympathy with the family and friends of the deceased in their sad bereavement; that a copy of this resolution, signed by the Warden and Clerk, be forwarded to Mrs. Harvey."

GEORGE SUFFEL.

This gentleman is one of those who, by his ability and business tact, has contributed much to the development of the resources of the country, and who has for some time exerted a guiding influence in our educational and municipal affairs.

Mr. Suffel was born in Yorkshire, England, in 1822, and emigrated to Canada with his father's family in 1832, and commenced his apprenticeship in 1835 as a clerk in a grocery store; remained in Prescott 15 years, during four of which he was in the mercantile business on his own account. In the year 1850 Mr. Suffel moved to Vienna, and since that time, has been one of the principal business men of the East Riding of Elgin. In the capacity of general merchant, and ship owner and mill owner, he has aiven employment to labor, purchased produce of the farming community, and expended his money in the locality for its development and improvement.

In 1857 Mr. Suffel was appointed Reeve of Vienna, and has been returned yearly since that time, usually by acclamation. In the County Council, of which body he has been nineteen years a member and four years the Warden, he has always taken a leading part, and has usually legislated for the best good of the county. He was one of the few who did their utmost to secure a pledge for the location of the Canada Southern Railway throughout the length of the County of Elgin, before granting a bonus of $200,000 to said railway. On the whole, George Suffel is a man who does his own thinking, forms his opinions accordingly, and then is firm and unbending, as well as conscientious, in their defence. He is a skillful but not a wordy legislator, his aim being to present the "bottom facts" in their most convincing light, and to win by their stern logic. As a public man he has always been true to the best interests of the people, and while acting in this capacity there has been no sacrifice required of him he has not cheerfully made, and no service he has not faithfully performed.

As a citizen, Mr. Suffel is highly esteemed and respected, and his home among the trees on the hill overlooking Otter Creek, is one of the pleasant homes of Vienna.

EDMUND SHEPPARD

is a man of no ordinary cast of mind, if I were competent to be his biographer, the space in this publication would not allow it, and it is chiefly because his many friends in Western Ontario will read with interest the plainest facts in his history, that they are recorded here. His public labors have been extensive and mainly in two fields, educational and evangelical, and in both of these, a self-denying missionary earnestness has been his characteristic. His is certainly no treadmill style, but that of a man who seeks the better way, and is always able to give a reason for the faith that is in him.

Mr. Sheppard was born in Newark, England, in the year 1823, emigrated to Canada in the spring of 1843, commenced school teaching in the township of Markham in the year 1844, attended Bethany College for some time, and settled in South Dorchester in the year 1848. Mr. Sheppard early recognized the importance of our national system of education, and the share of its administration which devolved upon him, was performed with ability and zeal. His first appointment to the office of Local Superintendent of Schools was upon the recommendation of Judge Elliott, of London (who had held the office of District Superintendent), and for N. and S. Dorchester in 1850. In that year he assisted in organizing the Board of Public Instruction for the united counties of Middlesex and Elgin; his colleagues were Mr. French, of London, the late Bishop Cronyn, the late Mr. Silcox, of Southwold, and the late Judge Wilson. In 1859 he was appointed Superintendent of Schools for the East Riding of Elgin, and upon the death of John S. Maccoll in March, 1866, was appointed over the additional territory of the West Riding. The labors of the office for the whole county, with much travelling, lecturing and preaching, severely taxed his health and bodily strength, and in consequence, he resigned, and in September, 1867, was presented by the teachers of the county with a fine tea service of silver and a complimentary address on parchment, expressive of their appreciation and good will.

Mr. Sheppard soon after removed to Bowmanville, where he remained three years; he then returned, and now resides in the township of South Dorchester, his chosen home and the scene of his early labors. In 1848 Mr. Sheppard was married to Miss Nancy Bently, also of English descent, and a great, great grand daughter of the sister of John Bunyan. They have had twelve children, but the fires of affliction have been often kindled upon their family altar, and only four are living. One son, Edmund E., is one of the Professors, and has also a joint proprietorship in Olathe Academy in Kansas, United States.

Although Mr. Sheppard has done much for the cause of education and has distinguished himself by his lectures on scientific subjects, his life work thus far has been that of the Christian Teacher, and he was indeed the pioneer of the people known as the "Disciples of Christ," or the Christian Church, in Western Ontario. He is affable and interesting in conversation, active and able in controversy, and, in fine, his characteristics are those of the earnest and zealous worker—the man who never forgets friends, nor relaxes his efforts in the cause he loves.

The Disciples have now five places of worship in the county, with a membership constantly increasing.

COLIN MACDOUGALL, ESQ.,

Barrrister-at-Law, and M. P. for East Elgin, is emphatically one of the self made men of our times, and one of whom the country need not be ashamed.

Mr. Macdougall is the second son of Lachlan and Sarah Macdougall, and was born in Aldborough, March 3rd, 1834. Lachlan Macdougall, though born in Scotland, was reared in the State of New York. He was married in Canada, drew his land of Colonel Talbot, and was one of the early settlers of the Township of Aldborough. Young Colin had a taste for the rough and tumble of bush life, though he is evidently better adapted to another sphere of action, as his physical constitution, though healthy and wiry, is not decidedly muscular. His first teacher was a Mr. Currie, a man of fair elementary and classical education, formerly a schoolmaster in the parish schools of Scotland. This man, though not a brilliant educator measured by a modern standard, was yet possessed of excellent qualities of mind and heart, and Mr. Macdougall always speaks of him in terms of gratitude and respect. He also went to school to Mr. McLachlin, the present Registrar, and finally spent some time in the Literary Department of the University of Michigan. Mr. Macdougall was one of those who justly look upon books, teachers and school houses only as the means of getting an education, and he, therefore, early realized that the most reliable help is always self help. He was elected Reeve of Aldborough, and was therefore, a member of the County Council during the years 1857-8-60 and '61, was engaged in the mercantile business in New Glasgow for a time, but does not appear to have found it a royal road to wealth and position, as he left it for the study of law, and was called to the Bar in Hilary Term, 1869. His career as a lawyer has thus far been brilliant and highly successful, and the reason may be found in the fact that he brings to his chosen profession untiring zeal and industry, candor and integrity of purpose, clearness of perception in mastering all the details of a case, and when occasion requires it in addressing a jury, a fearless, earnest and convincing eloquence. Like Horace Mann, he believes in telling the truth plainly to a client in the outset, though the suit be thereby prevented and the fee lost to himself. (The writer has known this of Mr. Macdougall; it may, however, be a universal custom with the profession, but he is not certain that it is.) As a politician, it is not too much to say that he has the respect and good wishes of his opponents as well as his friends. His attention was early turned to politics, and when the writer first heard him upon the platform during the Becher and Leonard campaign for the representation of the Malahide Division in 1861, he was then able to measure swords with older veterans. He was elected 6th August, 1874, to fill the vacancy occasioned by the death of William Harvey, Esq., and now represents the East Riding of Elgin in the Dominion Parliament. There have been but two sessions of this Parliament since, and Mr. Macdougall's speeches, as officially reported in the *Hansard*, show that he has already taken a leading position in the House, and begun the career of a statesman.

In 1866 Mr. Macdougall was married to Miss Catherine Rose, of St. Thomas. They have two children, Maude, a fair haired girl of seven, and Colin, junior, a sturdy little orator of three years. Mr. Macdougall is a kind husband and father, a friend to the cause of temperance and education, and a most exemplary member of society.

JAMES WARWICK

is one of the substantial and enterprising farmers of South Dorchester.

Mr. Warwick settled some years ago on the Mapleton Road, and is emphatically one of those who may be said to have hewn out a fortune and gotten the victory with his own right hand. He has a large farm in a high state of cultivation, underdrained, and capable of producing in 1876, the year of light crops, 250 bushels of wheat from eight acres of land. Mr. Warwick's house is one of those fine brick residences which do honor to the rural portions of Elgin, is highly finished and is roofed with galvanized iron. Though for a time a member of the Municipal Council, Mr. Warwick's chief ambition seems to have been to set a good example in private life and acquire a competence and a pleasant home.

WESLEY McCAUSLAND

is a son of James McCausland, Esq., who settled in Malahide from the county Tyrone, Ireland, in the year 1820. He is a young man of a class of young men which the country needs—honest, capable, and wishing well towards all—is Superintendent of the Sabbath School at Centerville, was elected Deputy Reeve of Malahide during the present year, 1876, and at public gatherings his voice is heard in favor of all good works, social, religious and educational.

As a debator Mr. McCausland possesses sufficient combativeness to cause him to contend earnestly in defence of his views, and his mode of address is logically and convincing. He is also a prominent agriculturist, recognizing the fact that the proper tillage of the soil is one of the chief sources of prosperity to the country—keeps stock of an excellent grade and his farm in a model condition; is an active member of the local Agricultural Society, and has exerted a strong influence to cause it to take a leading position.

STEPHEN BACKUS, Esq.

The laws of entail and primogeniture are happily not in force in our country to give the ancestral estate to the oldest son or to any son or daughter, to the exclusion of the other members of the family. This in any country is an absolute injustice, and tends to the creation of a privileged class, but it is the result of a noble and praiseworthy feeling in the human heart that causes one son of a family to seek by purchase or other fair means to make his own for life the spot where the children played around the threshhold tree.

Stephen Backus, senior, a native of the State of New York, settled on the Tyrconnell road in the year 1810. Mr. Ermatinger refers to him and Mr. Pearce as Col. Talbot's staunch settlers, and truly they were men who could bear hopefully the privations of pioneer life, and content that after hands should reap the golden harvest of their labors.

The home now occupied by the subject of this sketch is the veritable old homestead, and as we admire its fine buildings, gravel walks and ornamental shrubbery, we respect the filial remembrance that prompts its preservation. Mr. Backus is next to the youngest of seven sons, was married in 1860 to Miss Burgess, a daughter of Dr. Burgess of Port Stanley. He is a man of sterling honesty and uprightness—kind heart and genial manners, and his home is the favorite haunt of the descendants of the old stock so often mentioned in these notes.

WILLIAM STAFFORD

is the son of Abel Stafford, one of the original settlers of that fertile and cultivated portion of the County known as the Back Street, Southwold. The Stafford families emigrated from Vermont in the early times, and have proved most useful and progressive citizens. They have contributed some valuable acquisitions to the ranks of our public school teachers—three from one family circle, and another, the gifted Henry E. Stafford, is now a popular teacher in the golden State at a salary of about $100 per month.

William, the subject of this sketch, is a farmer, living in a fine white brick dwelling on the Back Street, between Shedden and Iona Stations. He is yet a young man, was born about the year 1850, and married in 1874 to a daughter of John Orchard, Esq, of Southwold.

Among the different classes of men who have made our country what it is, none have done more—indeed none have done so much as intelligent farmers. To this class William Stafford belongs, and his is the laudable ambition of improving a portion of this round globe that feeds us all.

T. W. DOBBIE, Esq.,

is a son of Andrew Dobbie, one of the early pioneers of the north of Bayham, Mr. Dobbie was educated in mathematics, practical surveying and engineering, and for several years followed the profession of County Provincial Land Surveyor—was eleven years a member of the Township, and six of the County Council.

His capacity for public business, and his personal popularity, made him the choice of the Conservative party at the general elections after Confederation. He was successful in the election contest, and for the next five years represented East Elgin in the House of Commons of Canada; is now Reeve of Bayham, and has always sustained a reputation for sterling honesty and uprightness.

JOHN BENNER.

The subject of this sketch is one of the substantial men and farmers of Malahide, whose labor and thrift have helped to make it worthy of being named after one of the ancestral estates of the Old World.

Mr. Benner is a son of Capt. John Benner, one of the pioneers of Malahide and heroes of Queenston, Fort Erie, Black Rock and Lundy's Lane, was born in 1831, and grew up to manhood on the old homestead on the 6th Concession. His chosen occupation on starting out for himself was that of Builder and Contractor, and this he pursued with such skill, industry and care, as to acquire a fair competence on which to depend in after life.

In the year 1854 Mr. Benner purchased the farm he now occupies, and by the exercise of taste, labor and thrift, has made the land productive, and the home neat, comfortable, and home-like.

Mr. Benner was married in 1852 to Miss Eliza Pound of Malahide; the three children, Thomas, Hetty and Violet, are amiable and ambitious, and are now making the most of their time in getting an education.

JOHN McCOLLOM

is one of the well-to do and progressive farmers of Dunwich; he is a son of Duncan McCollom, one of the early settlers of Dunwich, who located on the Talbot road east of Wallacetown about the year 1816. The fine brick dwelling on the town line between Dunwich and Southwold—a view of which is here given—was erected by the subject of our sketch in 1874, and forms a contrast with the primitive homes of 1816. Mr. McCollom was born in 1837—is a brother of Dr. McCollom of Raleigh, N. C.,—has been a resident of Dunwich all his life. He exerts an influence in favor of the agricultural interests of the county, and is a man who both desires and enjoys the respect and confidence of his fellow citizens.

MEREDITH CONN, Jr.,

a resident of Tyrconnell, is well known in the County of Elgin as an extensive grain buyer, and popular and efficient municipal officer. He is the youngest of four sons of Meredith Conn, sr., who emigrated in 1831 from the north of Ireland and settled east of Tyrconnell. M. Conn, senior, was one of the prominent men of the Talbot settlement, and an intimate friend of Col. Talbot—was one of the first assessors of the Township of Dunwich—has been 25 year Magistrate and now in the 86th year of his age—lives at Tyrconnell

with the wife of his youth, both in the cheerful enjoyment of health and faculties. The business transactions of Mr. Conn, jr., are here worthy of note, and when the facts are considered, we must all agree that for the past fourteen years no man in Elgin has led a busier life or distributed more cash for the products of the field. In 1862 Mr. Conn moved to Tyrconnell, though he was one of the Company who built a pier for loading vessels there in 1860. In 1860 he built a large warehouse, and purchased from this time large quantities of grain every year. At one time in 1875 he had 80,000 bushels afloat, with prices at a downward tendency. The nature of grain buying is only known to those who have followed it for a long time, and is uncertain and hazardous even in the hands of the shrewdest and the most watchful. Commission agents in New York and Liverpool, who have studied markets for a lifetime often go astray, and sometimes where they honestly believe that prices must improve—have an upward tendency, &c., and keep writing and telegraphing to that effect, prices do *go down*, and a small margin per bushel where a large sum is invested is a serious loss to the shipper. In 1876 Mr. Conn purchased at Tyrconnell, Springfield, Iona, Dutton, Bismarck and Ridgetown. That he is a man leading a busy life may be judged from what he is doing. On one occasion he left home at 9 o'clock in the evening—drove to Dutton Station—took the train for Ridgetown, hired a rig there - went in the country and purchased five car loads of wheat, and went back and bought at home the next day. The five car loads were all in one place it is true, but no one will deny that both activity and ability are necessary in carrying on a business amounting to thousands of dollars per day.

Personally Mr. Conn is modest and retiring—is not ambitious for office, and has only yielded to the requests of his friends to serve in the Municipal Councils, in consequence of the urgency of these requests and a sense of duty at the same time. He has been six years a member of the Township and three years a member of the County Council—is President of the Conservative Association, and has been often urged to become a candidate for Parliamentary honors. He is not what would be termed a good party man, but is decidedly independent and strictly conscientious in his modes of thought, and his actions are governed accordingly.

In 1853 Mr. Conn was married to Miss Morden of London Township. The domestic circle is a happy one—and the children, by their amiable qualities, are such as always gladden the hearts of parents. At the public school they are leaders in their classes, and one of the boys, 14 years of age, is now at Springfield judging and paying for large quantities of grain.

On the whole it may be said without flattery of Meredith Conn, that as an exemplary, upright and useful citizen, he is deserving of the respect and warm gratitude of the community.

JOHN PEARCE, ESQ.

In the year 1809 John Pearce, senior, at the invitation of Colonel Talbot, emigrated from Pennsylvania and settled on the banks of Lake Erie between Port Talbot and Tyrconnel. He had four sons, William, Leslie, John, and Richard. John Pearce, the subject of this sketch, was born in the year 1818, married in the year 1840, and until the year 1874, lived in the house his father built in those early times. He possesses the old homestead—a home in the truest sense of the word—one of the first reclaimed from the wilderness in the Talbot settlement, lands subdued by his father's industry, and enriched by his own care; a home of fine buildings, of fruits and flowers and golden grain, all in a locality endeared to him by old and sacred associations.

The life of Mr. Pearce has not been a public one, but that of a peaceful private citizen, enjoying the respect of all, and the more especial intimacy of that circle of acquaintances and friends of whom mention is made in the early history of Dunwich and of the Talbot Settlement.

GEORGE ELLIOT CASEY, B. A.,

was born in Southwold in the year 1850, and is the youngest member of the Dominion Parliament. He is a son of the late William Casey, of Southwold, and Sarah, daughter of the late George Elliot, one of the prominent men and pioneers of the Talbot Settlement.

Mr. Casey gave early promise of usefulness by his zeal, industry and good behavior as a pupil in our public schools. A gentleman who was for some time his teacher says "few boys were more faithful, bore reproof more meekly, or appeared more desirous of achieving success in the several classes than George Casey." This is in striking and encouraging contrast to the example of the many sons, who, born to wealth, allow it to take away all stimulus to that exertion and sacrifice which marks a noble life.

It was undoubtedly in pursuance of this idea, that all positions of trust should be fairly earned and all promotions based upon merit, that Mr. Casey, during the Parliamentary Session of 1875, moved for a committee with the object of introducing the competitive principle in examinations for the Civil Service. He certainly earned his own title fairly at the University, where he graduated with honors, June, 1871—was then elected a member of the Dominion Parliament at general elections, 1872, and re-elected at the last general election.

The home of Mr. Casey, where he now resides with his mother, is one of the finest in Canada, and both mother and son are noted for their liberal charities and generous support of education, religion, and whatever conduces to the welfare of society. George E., with his learning and his popularity, may be fairly said to have a brilliant future before him. He is not puffed up by praise, knows that merit does not spring from birth or wealth, and is determined to win by *usefulness* the surest claim to success. Personally, he is calculated for making friends, and is always frank, affable and kind. All congratulate him upon his prospects, and hope that the realities of the future may answer the promises of the present.

ALBERT WHITE,

is proprietor of grist and saw mills in Malahide, south of the village of Orwell, and came with his father, Ira White, Esq., to Yarmouth in 1854. In the year 1860 the firm of Ira White & Son purchased a large block of pine timber and the saw mill, of E. S. Ganson, and laid the foundation of their present business. The Springwater Grist Mills have since been erected, two additional saw mills, and a large quantity of timbered land purchased of the estate of the late Mr. Lawrence, and other timber from other sources, and the lumber manufactory now managed by Albert White is the most extensive in the County of Elgin. Besides superintending this business and supplementing the machinery with many valuable inventions of his own, Mr. White finds a few spare hours for recreation in hunting and many more for the higher enjoyments of reading and study. The past few years have seen the advent of a number of learned writers and workers in the vast and varied field of science, men like Huxley, Fairbairn, Draper and Spencer, whose aim really is, not so much to try to build up or tear down theories, as to discover and utter truth, and let the reader draw his own conclusions. The subjects treated by these writers are vast ones and intensely attractive to men of an independent and thoughtful cast of mind. Mr. White is one of those men, and in the domain of scientific thought he finds a congenial atmosphere, and is ever ready to read, talk or listen.

Mr. White was married in 1860 to Phoebe, eldest daughter of D. F. Davis, Esq., Reeve of Malahide; their children are bright pupils in school, and both parents are earnest and zealous patrons of education.

JAMES McQUEEN. (died 1877)

The subject of this sketch is one of the earliest of the pioneers of the Talbot settlement, and one of the most active of the veterans of the war of 1812. In 1816 he chopped timber in Southwold, and in 1876 hoed corn growing upon the same soil.

James McQueen was born in the township of Bertie, in the Niagara District, May 12th, 1794, and with the rest of his father's family, moved to Port Dover in 1802. The fertile lands of this lake shore belt it seems were in good repute with the Long Point and Port Dover people, and Mr. McQueen selected for his future home lot 24 on the south side of Talbot street, Southwold, built a cabin there, and commenced clearing immediately after the war. The motives which prompted young McQueen to volunteer in this war were wholly unselfish and patriotic; no desire for military distinction no hope of consequent advantage nor love of wild adventure influenced him; he was at heart a man of peace, modest and humane, but firm, clear headed and courageous, and at his country's call he went forward with unflinching zeal. His activity and decision while in camp as Drill Sergeant engaged the attention of General Brock, and three days after shipping for Detroit from Port Dover he was appointed Ensign by him whose memory is now revered as that of the "Hero of Upper Canada." He was wounded at the battle of ~~Lake~~ Erie and appointed Lieutenant by General Riall in February, 1813. Previous to the battle of Lundy's Lane an inspection of the officers took place and young McQueen was again promoted by Gen. Riall, this time to the rank of Captain. In these hours of great trial and personal as well as national danger, merit and merit alone was the basis of promotion. The reader is referred to the reminisences of the war for some of the incidents, narrow escapes and heroic actions of Captain McQueen. The appointment to the office of Major, and subsequently to that of Colonel of the Talbot regiment, occurred after the close of active services.

The interval from 1816 to 1820 was occupied by Mr. McQueen in clearing land; the soldier had become the citizen, and the sword was gladly exchanged for the axe. In 1820 he was married to Elizabeth Wood, who up to this day has proved a faithful and courageous helpmeet. In 1828 there was no general store nearer than St. Thomas, and Col. McQueen opened one in a portion of his own house as a source of supply for the settlers west. This he continued until 1838, by which time there were beginnings of villages at Fingal and Tyrconnell.

The life of which this is a brief account has since the war and the events of 1827 been spent in peaceful retirement on the farm, drawn from Col. Talbot in 1816, one mile west of Fingal. Although a life of quiet, it has been one of incessant activity and industry. In 1876 the writer called to pay his respects to this pioneer and soldier, and although it was past six o'clock, found he had not returned from work in the field. His general health was good, his faculties bright, his conversation cheerful and instructive, and his memory clear even upon the minutest details of his early life. This interview brought its reflections to the writer, and one of these was the wide difference between work and worry, between the healthy normal action of the brain and the gnawing destroying action of that restless demon which we call nervous anxiety. The one wearies gently for a time that rest and sleep may bring back strength and vigor, while the other, like Macbeth, "murders sleep" and kills the body before its time. The one is the regular and perfect motion of the machinery of the clock, with which when the weights have gone down they may be wound again; the other scatters hob nails among the wheels and tears the cogs so that no winding can make them do their work as well again. The truth is, this nervous anxiety is a modern demon that should be exorcised if possible. "Why, in my time," said an old lady, "we knew of no such thing as nerves, else how could we have endured what we did?" The truth is, many men and women do not live out half their allotted years, because they allow their emotions and cares to wear them like fetters of iron, and passing thoughts so sweep the chords of life that horrible discords instead of beautiful harmonies awaken the soul as they echo through the mystical courts of its temple. I look with much respect upon a hale old person, because it is proof that he has been the ruler and not the slave of those conflicting forces that sometimes heave as with a tempest's strength.

ENOS SCOTT,

the senior partner in the enterprising firm of Scott, Yorke & Co., was born in the township of Dereham, of Quaker parentage, in the year 1824, grew up to manhood in Yarmouth, and labored for a time at turning, chair making, sash and cabinet business. The burning of the factory put an end to this, and the next venture was in the provision supply line in the village of Union. This prospered during the building of the London and Port Stanley Railroad and soon after became enlarged into pork and beef packing for the Canadian and American markets. This required capital, and at the time was subject to vicissitudes and uncertainties, and the era of the great rebellion in the States brought Mr. Scott as well as many other business men into difficulties. In such cases stock on hand and money invested renders it impossible to recede or stand still, and the "hope that never hides her beaming star from weary mortals sight" prompts the dealer to continue in order to save what is already ventured. Those in business at the time of which we speak know that in sudden falls of prices nothing was too ruinous to be true. After the blockade of the Southern ports the writer remembers that good packing beef sold in the Cleveland market at $1.50 per cwt., live weight, and prime at $2.00 to $2.50 per cwt. Mr. Scott had been induced to hold over in New York and Montreal stocks which cost him much more than the ruling prices, until there was the accumulation of two years on hand. The depreciation of American currency caused dealers from the States to crowd our market to such an extent that good storage room was impossible, and as an example of the result of all this is the fact, that large quantities of pork that cost Mr. Scott $12.00 per barrel he was obliged to sell for $5.00. Under such circumstances there can be no wonder that he failed to meet his engagements, and that his creditors were losers thereby. This, however, can be safely said, that he did not fail in order to make money, as undoubtedly some have done, but gave up everything, and after taking the benefit of the Insolvent Act of 1864, labored for three years to redeem his homestead at Union. It is but just also to mention here that the men who had known Mr. Scott most intimately in all his transactions had the strongest faith in his honesty of purpose, among whom may be mentioned Sheriff Munro, who to assist him in starting business the second time, extended to him large credits, having really no other security than a faith in his integrity and financial ability.

Since engaging in the extensive pork packing trade, a notice of which may be found elsewhere, the experiences of Mr. Scott and also his acquaintance with wholesale firms in Canada and the States, have been of most valuable service; added to this his transactions are conducted with promptness and zeal, united with courtesy and affability of manner.

If I understand correctly the career of Mr. Scott, its lesson is this: Be active, vigilant and hopeful; if misfortunes bend you down, spring up from beneath them like a piece of whalebone, and let the remembrance of them, even though in some respects regretful, yield still a harvest of wisdom and thankfulness.

Mr. Scott was married in 1845 to a daughter of William and Harriet Creelman, of Nova Scotia, who was through a life that closed 1876, a faithful, loved and loving helpmeet. The only child, Valeria, is the wife of Mr. Marlatt, the junior member of the firm.

THE FRASER HOUSE,

a view of which property finds a place in these pages, was established by William Frazer, the Conductor on the Port Stanley branch of the Great Western Railway.

Port Stanley is the Cape May of Western Canada, and the Fraser House and grounds constitute a most delightful summer resort.

The natural scenery around the Port is pleasant and picturesque, worthy indeed of the pencil of the artist or the pen of the poet. The Grounds on which the house is situated are on the west bank of the creek, elevated about 150 feet above the lake, and embrace an area of many acres shaded with fine scattered forest trees, and stretching away to the tree-covered glens and gullies of the north and west.

The house itself is large and commodious, supplied with all the luxuries and conveniences of a first class hotel, combined at the same time with the pleasures and retirements of a first class home. Its elevation on the banks of Lake Erie affords a magnificent view of this broad blue body of water, while the air around is always free, pure and exhilarating.

The beach below is smooth and sandy, and convenient steps lead down to the shore, where two bathing houses, one for ladies and the other for gentlemen, are at the service of the guests. Along the bank of the lake there is a private walk half a mile in length, and in front of the house is a beautiful lawn, furnished with croquet apparatus and other facilities for amusement. Music adds to the charms of the House and hops are not unfrequent.

The more public pleasure grounds, so much frequented by picnic and excursion parties, are a little to the east of the House, under the same management, and supplied with many arrangements for healthy and amusing recreation. Many thousands of people avail themselves of these privileges every season.

The popularity of the Fraser House has continually increased as its advantages and enjoyments have become known. Its guests comprise persons of moderate means, as well as the wealthy, from the cities of Canada and the States. It is a home for either quiet or active life, for those who seek rest from the bustle of business, and those who delight in jolly sports like fishing, boating, bathing, shooting, swinging, driving, flirting, &c.

MEANS OF ACCESS.

First class steamers make regular trips between the Port and Cleveland, Ohio, occupying about seven hours crossing the lake, and the Port Stanley branch of the Great Western Railway runs three daily trains each way, connecting at St. Thomas, nine miles north, with the Air Line and Canada Southern, for all points east and west, and at the city of London, twenty-five miles north of Stanley, with trains on the Grand Trunk, Great Western and other roads, affording every accommodation to travelers. A carriage from the House free to guests attends the arrival and departure of all trains and steamers.

SETH LEWIS

is one of the early business men and manufacturers of the County of Elgin. He emigrated from Whitehall, in the State of New York, to the township of Yarmouth, in 1828, and with his brother-in-law, Mr. Hoyt, established a factory for the manufacture of pumps and wooden ware, and finally of lumber and shingles. Mr. Lewis is a practical machinist, and, though sustaining some severe losses from fire and other causes, has by his courage and continued energy, acquired a fair competence. The family of Mr. Lewis consists of two daughters, one of whom is now Mrs. Marshall; the wife was Miss Priscilla Freeland, a worthy helpmeet and a most intelligent and estimable woman. The Lewis brothers have long been known as among our most substantial and progressive settlers, and have made hosts of friends by their uprightness and kindness of heart. They are the sons of Barnabas Lewis, of Whitehall, who with his family sought a home in what is now the County of Elgin in 1828.

The eldest of these brothers was Asahel B. Lewis, the talented editor of the *Liberal* in 1832 and 1833, and whose early death cut short a career of the highest promise. Men of judgment, up to to-day, who remember well the stirring events of those times, tell us that few political writers in our country have ever handled great political questions with more ability than did this young man of 27 years.

The other children of the family were Joel, Chauncey, Amasa, Seth, Lyman and two daughters, Mrs. George R. Williams, formerly of Port Stanley, and Mrs. Findley Moore, of Port Bruce.

The personal qualities of the subject of our sketch were such as to give him a high place in the esteem of his fellow men.

JOEL LEWIS

is second son of Barnabas Lewis, was born in Whitehall, N. Y., in 1806, and emigrated to this country in 1828. He has by his unaided labor and ingenuity amassed a fine property, and his noble brick mansion is an asylum for the weary, a most hospitable home, where all the fireside charities that dignify life are dispensed with right good will. Few in this County of Elgin have not heard of Joel Lewis, of his mechanical ingenuities and eccentricities, his love of knowledge and independence of thought, and his sincerity and good-heartedness towards every one. It is doubtful whether his business life should be mentioned as that of a farmer or of a manufacturer; certain it is that he has a beautiful and well cultivated farm, and that on it, constructed with his own hands, have been waggon shops, blacksmith shops, repair shops for machinery, turning lathes for waggon and cabinet work, etc., etc., etc. In that very readable book for boys by Thomas Hughes, of the British Parliament, entitled "Tom Brown's School Days," the auctioneer, in selling the goods of "Poor Diggs," speaks of them as "a valuable assortment of old metals." At the establishment of Mr. Lewis one may see several such assortments at any time. Old Tubal Cain was a fashioner of brass and iron, Mr. Lewis has been largely a fashioner of wood and iron, for his was an active mind, and it has thus far directed a busy life.

In 1833, Mr. Lewis married Hannah, a daughter of Simeon Davis, a daughter of one of the pioneers of Malahide, and in 1835 moved to his present farm home. Their stately brick mansion has been for many years the favorite visiting haunt of ladies and gentlemen from St. Thomas, and other friends, who know that to drive up the lane and ring the door bell is a sure preliminary to a hearty welcome and a right good time.

Besides the laborious and long continued efforts of Mr. Lewis in acquiring and caring for property, he has given much time to reading and self improvement and is a liberal patron of education.

WILLIAM YORKE.

This man was one of the earliest pioneers of the Talbot settlement, and a man who is held in grateful remembrance for his sterling qualities of mind and heart.

William Yorke was born in Victoria County, in the Province of New Brunswick, in the year 1784, came to this Province in 1806—located first at Simcoe, in the County of Norfolk—moved to Talbot street, in the Township of Yarmouth, in 1811, and in 1818 to South Yarmouth, Lot 7, 5th Con., where he lived until his death in 1870. This brief skeleton of dates fails to tell how he lived and labored; those only who were personally acquainted with him know this, and they speak in the highest terms of his upright and sincere Christian character, his uniform kindness of heart—his excellence as a husband and a father—his public spirit for the improvement of the country, and his hospitalities and charities towards the poor and needy. While living in Simcoe Mr. Yorke was married to Elizabeth Schaff, a woman of Christian and domestic virtues, who with him shared the joys and sorrows of life for nearly 60 years. Their home in South Yarmouth, where he lived for 52 years, was ever open for Christians of every denomination, and a home from which the poor were never turned away destitute. Mr. Yorke was active in the defence of his country at the famous battle of Lundy's Lane, and at the close of the war visited his native Province of New Brunswick, going there and back on foot. He visited it again in 1845, taking advantage this time of railway and other modern helps for travelling.

The family of Mr. and Mrs. Yorke consisted of 13 children, 7 of whom are now living—among whom are Jehial Yorke, of Aylmer, Hiram J., of South Yarmouth, Stephen and William of Dorchester, Edward, of Brownsville, and others who have attained prominent and respectable positions in the communities where they reside, but with whom the writer of these notes has not the pleasure of a personal acquaintance.

WILLIAM THOMAS NUGENT.

The experience of very many has proved that the County of Elgin affords a theatre where perseverance, honesty and capacity, are sure to meet success and win rewards. The subject of our sketch is one of those who, coming here a stranger, with a small capital, and sustaining, after having been in business a while, a very serious loss by fire, is now in a good financial position, and in the enjoyment of the esteem and respect of his fellow men.

Mr Nugent was born in 1839 in South Fredericksburg, in the County of Lenox, on the Bay of Quinte. He lost his father at an early age, and after travelling to Chicago and various other places in the States and Canada in search of a locality in which to make a home, chose the County of Elgin, and located in Belmont in 1863. In 1867 he was married to Miss Olmstead, of East Middlesex, and now lives in the village of Belmont, and pursues the avocation of General Merchant. Mr. Nugent is also a man of public spirit—is a past cadet in the Military School of Canada—Quartermaster of the 26th Middlesex Battalion, a Magistrate for the County of Elgin, a friend of the cause of education and whatever contributes to the material and moral advancement of his fellow men.

JOHN S. MARR

is a grandson of a staunch U. E. Loyalist who was present at the taking of Quebec under Wolfe in 1759, and afterwards made his home at Flatbush, Long Island. After the American war his loyalty to the British government caused him to emigrate to Nova Scotia, and from this Province came the subject of our sketch with his father in 1821. He was then a boy of 10, and passed the remainder of his youth in the rough and ready duties of bush life upon the old home stead on the 1st Concession of Malahide, (Nova Scotia Street,) now owned by his youngest brother, Asa Marr, Esq.

Taking it all in all, no class of men have done more for the country than that to which Mr. Marr belongs. They have transformed the forest lands into fruitful fields—made our roads, and borne privations that others as well as themselves may reap the benefit.

Mr. Marr was married in 1837 to Eliza Patton, of Vienna, and secondly, in 1842, to Miss Sanders, of Malahide. He has 5 children living, one of whom, George Marr, M. S. C. E., is a graduate of Michigan University—a fine scholar, and now a Civil Engineer upon the U. S. Coast Survey.

"Out of the old house into the new," in 1861, and the gradual improvement of Mr. Marr's circumstances, did not make a proud man of him. He is now as always, genial, kind, frank, free and outspoken—has not sought office of his fellow men, but consented to represent them in the Municipal Council for some 7 or 8 years, beginning with 1858. He is essentially an intelligent and progressive farmer, eminently social in his nature, quite able to do his own talking, and at the same time knowing how to listen as well as talk, one of those indeed who have made Nova Scotia Street the garden of Malahide.

DUGALD FERGUSON

is a son of James Ferguson, one of the first settlers upon the Union Road, in the Township of Southwold. Mr. Ferguson and James Meek were the early pioneers here, mention of whom is made in the historical sketch of Southwold.

Dugald Ferguson, who is one of nine children, was born in 1833, married Miss Shearer of Long Point, and now lives on the homestead farm. Mr. Ferguson is a man possessing sterling honesty, ability, and judgment. His education and native capacity for public business have caused him to be the choice of his fellow-citizens as their representative in the Township and County Municipal Councils, of which he has been a member for several years. He has also identified himself with the interests of the Reform Party in West Elgin—was for a time President of the West Elgin Reform Association, and has been often urged to become the standard-bearer of the party in its past political contests.

Mr. Ferguson is of a retiring disposition, and has rather shunned than sought public office, although his candor and firmness, as well as decision and clearness in the advocacy of his views, eminently fit him for the position of representative of the people. His manners are adorned with those virtues that dignify private life, and he enjoys the universal respect of his fellow men.

J. N. VAN AMBURG.

The neatness, taste and general prosperous appearance of the 1st Concession of Malahide and its continuation in Bayham to Port Burwell, are wholly due to the character of the people from whom the street is named. It has its many beautiful homes, and that of Mr. Van Amburg is one of the finest. J. N. Van Amburg, the proprietor, is a son of James Van Amburg, who emigrated from Nova Scotia and settled on the same farm in the year 1812. At this time there were but few points on this belt of country now known as the County of Elgin where any settlements had been made. With the whole country from which to choose, those pioneers from the old Acadian Peninsula, thinking still of their sea-girt home, located within hearing of the sound of the waters.

J. N. Van Amburg was born in the year 1821, and grew up to manhood on the old homestead, which he has now rendered attractive by his skill, taste and industry. He was married in 1844 to the second daughter of John Elliott, Esq., of Vienna; their children have been carefully and liberally educated, and books and music lend their aid in making theirs one of the cultivated family circles of our fair Dominion.

DR. JOHN CASCADEN

was born in Ireland in the year 1840, received his early education in his native land, and emigrated with his father into Canada in 1853. The doors of the school house were open here also, and after studying in Sparta and elsewhere, he obtained a certificate, and for four and a half years was one of the spirited and progressive teachers of the county, one of the founders of the "Elgin Teachers' Association," and active and zealous in promoting the interests of this profession. One of his leading characteristics was his downright earnestness. He was sometimes impulsive, but always sincere, and whatever his hands found to do he did with all his might. His talent for learning was remarkable, and when he entered upon the study of medicine he acquired easily what others reached only by slow, plodding labor. His industry, however, was none the less on this account, and the professional acquirements of this ready learner and hard worker are extensive and thorough.

Dr. Cascaden graduated in medicine in the University of Toronto in 1863, began the practice of his profession in Norfolk, but moved to Elgin in 1864. He then attended a course in medicine and chemistry in the University of Michigan at Ann Arbor, visited Great Britain and attended hospitals of London in 1866, became a

member of the Royal College of Physicians and Licentiate of Royal College of Physicians and Surgeons, Edinburgh, in 1867. In fact, he possesses as many if not more foreign letters as any physician in Canada, the meaning of all which the writer is not supposed to understand.

The social qualities of the Doctor are of the bright and sparkling order, his literary tastes are highly cultivated, and in his best moods he is genial, generous and jolly. In the numerous conflicts of the Reform party in Elgin, his voice has been heard and he has fought its battles with his usual boldness and unflinching zeal.

THE AYLMER WOOLLEN MILLS.

The genial proprietor of this establishment, S. S. Clutton, Esq., has had a long and instructive experience in the manufacture of woollen goods, especially Canadian Tweeds, and for style and durability, his cloths are not excelled by those of any manufacturer in Canada. With his brother, Joseph Clutton, he purchased prior to 1860 the Elgin Woollen Mills in Malahide, but the destruction of this property by fire caused him to locate in Aylmer, where he has now established a permanent business. His factory is located near the English Church, on the south bank of the creek, in the village of Aylmer. He employs a large number of skilful workmen and makes a superior article of goods.

BOOTH & SON.

This firm has lately established a business in St. Thomas, with head quarters in Toronto, where they have dealt and manufactured since 1857.

They are the only real manufacturers of copper ware in Canada, and from the vast quantities of all goods in that line which they make and keep on hand, they are able to do well by their customers. Iron, tin, copper and brass are necessary metals, and the advent of Booth & Son is a welcome one. Their sale-rooms are on Talbot street, at the old stand of Horsman & Horsman.

CARRIAGE MANUFACTURING.

This business has kept pace with the growth of the county and attained a high pitch of perfection within the past few years. Fine vehicles are made at many points within the county, but the greatest numbers in Wallacetown, St. Thomas and Aylmer.

E. Baillie, on the corner of William and Center streets, George Wegg, on Metcalfe street, and John Wegg & Sons, on Elgin street, manufacture rigs to which the most fastidious cannot take exception. Their styles are fresh from the eastern cities, where buggy making is one of the fine arts, and their workmanship and materials are of the best quality. The writer can testify from actual experience that the light rigs made by the last mentioned firm are exceedingly strong and durable.

Aylmer is another point celebrated for the general excellence of its carriage work.

L. N. Morrison, long in the employ of McDonald and Monteith, and a most artistic finisher, is proprietor of the factory at McCausland's old stand—makes top buggies a specialty. The Aylmer Carriage Factory, owned by Moses Leeson, on Talbot street, turns out a superior quality of work. D. Cropp, in Walkertown, merits a share of the public favor, and we hope the "Dominion" will soon be rebuilt and flourish as usual.

ARCHIBALD McLACHLIN, COUNTY REGISTRAR.

This gentleman was born in Scotland in 1827, and emigrated to Canada in 1843. He followed the toils of bush life for two years, and then the scarcely less laborious profession of Public School Teacher. After a term of service as Local Superintendent of Schools in West Elgin he purchased, in August, 1857, the stock in trade of Matthew John Childs, and commenced business in St. Thomas as bookseller and stationer. On the first of October following he added to his store a job printing office, and on the 24th of March, 1859, issued the first number of the *Canadian Home Journal*. This paper was owned and edited by him for seventeen successive years, or until in 1876 he was gazetted Registrar for the County of Elgin.

While in the capacity of Public School Teacher, Mr. McLachlin exhibited those qualities of mind which have since made him known so well throughout Ontario, the chief of which were ambition, sincerity and persevering industry. He was a zealous and faithful teacher, and while he labored unceasingly for the welfare of his pupils, he was in turn benefitted himself. Indeed, no one can teach in the true spirit of the teacher for any length of time without acquiring additional mental strength and courage. The discipline is a stern one, but active minds profit by it. Knowledge, like charity, is "twice blessed; it blesseth him that gives as well as him that takes." It is a truth that cannot be denied that the best men in all the leading professions, the practical men, the all conquering public men, have first served and served well their self denying and stimulating apprenticeship as teachers of youth. It was Mr. McLachlin's zeal and thoroughness in educational work that caused him to be appointed as Local Superintendent of Schools. While in this office he attempted a rearrangement of the boundaries of the school sections, and sought earnestly to have the schools supplied with libraries, maps and apparatus. The salary of the office at that time was low, and the opposition arising from his attempted reforms rendered the position undesirable, and it was relinquished for the field of journalism.

It is unnecessary to speak at length of the *Canadian Home Journal;* for years it has been a home journal, a household word, heard throughout the length and breadth of the land. The pledges in the prospectus of 1859 have been more than fulfilled, and its pages during the whole seventeen years have given constant proofs that its editor was leading a busy life.

The main original purpose of Mr. McLachlin was to establish a first class family paper, one that would furnish attractions for the thinker as well as the mere gleaner of the news of the day, and accordingly it was at first somewhat independent in politics, though advocating liberal measures, but after a time it espoused the cause of the Reform Party, and has fought its battles faithfully ever since. In doing this, however, the original object was not altogether forgotten, and the educating character of the *Journal* was fully maintained. Articles upon science, art, literature and whatever had in the community an improving tendency, found a place in its pages. The interests of the public schools were not forgotten, the editor was not ashamed of the ladder on which he climbed, and at teachers' gatherings was often present to participate in the discussions and contribute for the general good the best results of his observation and experience. The local interests of the town and county received his constant care and attention, and many public improvements which we now enjoy are due in a great measure to the earnest and faithful advocacy of the *Canadian Home Journal.*

The paper was at first published on the broad sheet, but on the 24th of April, 1862, it made its appearance in a neat quarto form, with its title printed on a ground work of leaves, fruits and flowers. On the 22nd of December, 1876, the *Canadian Home Journal* ceased to exist, and its place was taken by the *St. Thomas Journal*, edited and controlled by A. Blue, Esq., a young man of talent and industry and thoroughly in earnest in his purpose. The life work of Mr. McLachlin has been that of the successful journalist, and though his many personal friends will hope that he has now many years before him, they join with this, the wish that they may not be care burdened years, like those incident to building up so large a business.

Mr. McLachlin was married in 1853 to Miss Ferguson, sister of Dingall Ferguson, Esq. They have reared and educated a large and interesting family, and enjoy the delights of a cultivated home circle.

THOMAS MACINTYRE NAIRN

was born at Balloch, a small port situated at the foot of Loch Lomond, in Dumbartonshire, Scotland, on the 16th day of June, 1830. He attended the public schools of his native parish until he was thirteen years of age, then assisted for a time in his father's office, who carried on the business of contractor and builder. He then entered the office of a Writer and Land Agent in Dumbarton, where he remained five years, useful years to his employer and useful to himself, because he here received that practical training and education in business which he has found so available in the duties of life.

In pursuance of a strong desire that seems to have been early implanted, young Nairn embarked for America in May, 1850. He landed at St. John's, New Brunswick, and there obtained temporary employment as clerk in a book store and publishing house, and from this place he went to Boston, U. S., and engaged as a writer for an insurance establishment in that city. The company's business being shortly after removed from Boston, he left their employ, intending to search for some field of labor and usefulness in the Western States, but the County of Elgin caught him on the way, and in stopping to visit some friends here, he was offered and accepted a situation as book keeper for the extensive mercantile establishment of Tisdale & Co., in the village of Aylmer. He entered on his duties Nov., 1851, and has been a permanent resident of Aylmer ever since. During this 25 years the efforts and energies of T. M. Nairn, have, as many know full well, been divided between the duties of the husband and father in providing for self and home, and the duties of the leading citizen in laboring for the public interests. His business for the first of these has been that of a General Merchant and Grain Buyer, in pursuance of which, he entered into a partnership with Mr. Henry Martin, in the year 1854, and continued with branch establishments at Lyons and Port Bruce a part of the time, until taking charge of the business of the Air Line Railway in Aylmer, in 1874.

But it is chiefly in the second of these capacities, that of a public and representative man, that Mr. Nairn merits consideration here. During nearly the whole period of 25 years, he has been before the the public in positions of trust and responsibility, but not of profit, and the fact that the public interest required it, was always a sufficient motive to cause him to act. His first election to the office of Municipal Councillor was in 1858, when he was returned by a large majority over his opponent, Mr. John Kirkland, a leading merchant of Aylmer. From 1858 until 1872 he was returned without intermission by acclamation with two exceptions, and then by large majorities. In 1872, Aylmer was separated from the Township by incorporation, and Mr. Nairn was elected its first Reeve by acclamation and has been returned in the same manner ever since. He has been a member of the County Council for 16 years, and Warden of the County for six successive years and has acted an important part in all the movements that have contributed, during this time, to the growth and improvement of this section of country.

An examination of the files of St. Thomas papers shows that for some years prior to 1864, a variety of efforts had been made to secure a through line of railway across this western peninsular, traversing the County of Elgin; but that the schemes, though of large promise for a time, had all fallen through and left the people in a state of despondency and inactivity. Mr. Nairn, perceiving the vast advantages of this route over any of the existing lines, especially for through traffic, and that this fact must finally commend itself to capitalists, projected another plan, which was to make a strong effort to procure a new and wholly untrammeled charter and place this in the hands of representative men all along the line from Fort Erie to Detroit; men who would be personally interested in the construction of the road, and would not themselves be induced to abandon the project, or barter the charter to rival companies for a consideration. In June, 1866, Mr. Nairn brought this project before the County Council. It was favorably received. Communication was opened with the Wardens of Counties along the line, asking co-operation, requisite notices given of intention to apply for a Charter at the next session of the Legislature, and preliminary steps taken for preparing the Bill. At this stage in the proceedings, Mr. Wm. A. Thomson, of Queenston, appeared before the Council at its November session, 1866, and proposed to join his efforts with theirs, and endeavor to secure a charter for the continuation of the existing Erie and Niagara road, from Fort Erie to the Detroit river. A majority of the Council, glad to receive an offer of aid, acceded to this as likely to secure the desired object, and Mr. Nairn, with some other members of the Council, were delegated to attend the next session of the Legislature to aid in obtaining the charter. The Act was finally passed amid much opposition from rival interests, and Mr. Nairn afterwards appointed Provisional Director, and then, Vice-President of the Provisional Board, Then came the years of effort on the part of the President and his colleagues to float the scheme, when it was found that this could not be done without an amendment of the charter and a change of guage, the road. Accordingly, in 1869, application was made for this, and for an extension of the time. At the same session the G. W. Railway made an application for a charter to construct a road over the same ground, and the Bills of the rival companies were thus before the Railway Committee and the House at the same time. The Committee, in the first instance, threw out the Erie and Niagara Extension Bill, and it was supposed to be irretrievably lost. The Air Line Railway Bill then took the precedence, and Mr. Nairn and his colleagues, after receiving the most positive assurances of intention to construct the road if the charter was obtained, and seeing no reasonable hope for the other scheme, came back to Elgin, and, after explaining the situation, received instructions as far as possible in the short time available, to return and aid the Air Line project. This was done and the Act was passed; and after this, the other Bill was brought forward and, contrary to previous expectations, likewise finally passed, so there were now in existence two railway charters covering nearly the same ground. The excitement consequent upon the proceedings, called forth some critical comment, but time has shown the wisdom of the course of which Mr. Nairn was the leader from this County, and what was considered a calamity has proved a great blessing. Mr. Nairn was appointed a Provisional Director of the Air Line, and then a member of the Permanent Board, a position which he held until this road was merged into the Great Western proper. It was the pledge which he obtained in the beginning from the G. W. Directors, that gave the road to Aylmer since for this; it swerved miles out of the direct line at an extra cost of some thousands of dollars. The history of Aylmer shows what an assistance this has proved to that flourishing town.

In aid of the cause of education Mr. Nairn is always ready to put forth his best efforts, and to him more than to any other man is Aylmer indebted for its efficient High and Public Schools; in a word he is one of those who have lived for the people, and labored to promote their welfare with self-denying zeal. As a legislator he is always equal to the occasion, and manages his measures with much tact, comprehensiveness and genuine ability.

In 1867 Mr. Nairn was chosen to contest the East Riding of Elgin in the Reform interest, and through a lack of proper exertions and over-confidence in some quarters he was defeated by the small majority of 23 votes.

In 1854 Mr. Nairn was married to Delphine, daughter of John Vanpatter, of whom we have spoken in the early history of Malahide as one of the pioneers of that township. Mrs. N. is a woman possessing excellent qualities of mind and heart, and the family circle is a pleasant one.

In conclusion it may be justly and truthfully said that as a man among his fellow men, Mr. Nairn is eminently kind and social, possessing large and generous sympathies and good wishes for all, and has made, by the course he has taken, many warm friends.

DAVID F. DAVIS, ESQ.,

one of the solid men of Malahide, is a son of Deacon William Davis, one of the pioneers of 1809, of whom mention is made in the township and general history, was born in 1822, married in 1843 to Mary Birtsall, of Bayham, now resides at Aylmer, and is Reeve of Malahide, to which position he was elected by acclamation.

The early characteristics of Mr. Davis were candor and honesty, and a longing desire for learning. School privileges in the days of his youth were far from being first class, and his pursuit of knowledge was truly under difficulties. His reasoning turn of mind gave him an affinity for the study of mathematics, but to procure his first arithmetic he was obliged to send specially by a pedlar to Buffalo for it; but where there is a will there is a way, and young Davis obtained by the help of the public schools of the day a fair English education.

His occupation has been that of a farmer and stock grower, in which he has met with a good degree of success. He now owns the beautiful farm north of Orwell, where he lived for many years and a few years since purchased, the old Davis homestead, where the different members of his father's family were raised, and to which he is much attached. Mr. Davis has been a Magistrate for many years, and on account of his candor, honesty and peace-loving disposition, was sometimes chosen to act as arbitrator in settling the disputes of others, the general impression about him being that his judgment is generally clear and his integrity above price.

As a member of our municipal councils, Mr. Davis has all the economy that progress would allow, and aims to err on the side of economy rather than expenditure. In the County Council he took an active part in the establishment of the Elgin House of Industry, urging it strongly as a prudent measure on the part of the county, and a humanitarian measure in the interests of the poor. The result has thus far more than justified his predictions, and we see from the Inspector's Report lately published in the *Globe*, that the average cost per week for keeping indigent and infirm people was $1.33, whereas the municipalities had before paid much more than this, and the support then realized by the recipients was often precarious and unsatisfactory.

Personally Mr. Davis is cheerful and philosophical, and is highly esteemed for his friendly and social qualities.

DR. McLAY

was born in the city of Glasgow, Scotland, 12th August, 1845, emigrated with his parents to America in 1854 and settled in the township of Southwold, County of Elgin. He obtained his education in the Public and High Schools of St. Thomas, and was for a while one of the zealous, wide awake teachers of West Elgin. In 1863 the profession of medicine was chosen, and in 1870 the degree of M. D. received in Victoria University. During the same year Dr. McLay passed an examination established by the College of Physicians and Surgeons, held at Kingston, and received the degree of M. C. P. S. O.; in May, 1870, settled in Aylmer and commenced the practice of medicine, in 1871 married the second daughter of D. F. Davis, Esq., Reeve of Malahide, in 1872 and 1873 made a tour of England, and Scotland in search of medical knowledge and studied in the universities and hospitals of London, Edinburgh and Glasgow, returned home to Aylmer and now practices his profession.

These are the skeleton facts, and my only motive in saying another word is that it may act as an incentive to our young men who are, as time goes on, striking out for themselves to make a name and a fame, or if not as much as that, a living even in this jealous and jostling world. It is only truth to say that few men of the age of Dr. McLay possess a more lucrative practice or enjoy a more substantial degree of public confidence. This is not the result of chance or fortune, but of singleness of purpose, coupled with much industry and zeal; in a word, it is the result of the exercise of that will-power and brain-power that first decide upon an object and then puts forth every effort for its accomplishment.

EDWARD DANCEY, M. D.,

one of the pioneers of Malahide, was born in the county of Monaghan, Ireland, about the year 1800. In his early youth his ambition led him to desire an education as a means of usefulness among his fellow men, and not finding sufficient encouragement and opportunity at home, he determined to trust to his own resources and "fight the stranger's battle" in the new world. Accordingly, with barely means to pay his passage, he embarked and landed in the State of New York about the year 1817; here he married and after remaining a while, emigrated to the township of Malahide.

From the records of 1826 we find the name of Edward Dancey as an attendant at the Medical School of the London District in the town of London, also the fact of his receiving here the degree of M. D.

As a resident of Malahide, Dr. Dancey first located on the Port Bruce road, south of Aylmer, then east of Aylmer, where the cheese factory now stands; he then built a fine house, which was unfortunately burned, and afterwards the cottage in which his son Benjamin Dancey now resides.

The life of Dr. Dancey is another illustration of a lesson which cannot be too strongly impressed upon our young men just starting in the world—it is that poverty is no bar to success. Dr. Dancey was penniless, but his industry secured his profession, and with it he had his talent and his strong determination to lead a life of usefulness. It is true that he did not amass great wealth, but he lived respectably, obtained a fair competence and made many true friends. In the early times he was a man of influence, and the old settlers, companions of his youth and early manhood, yet speak in the highest terms of his ability and faithfulness as a physician, of his great kindness of heart and sterling honesty of purpose.

Dr. Dancey died in 1873, closing a long, useful and somewhat eventful life, and leaving four children; of the first marriage, Mrs. Kirkland, of Windsor, formerly of Aylmer, and Mrs. Des Barres, wife of Rev. Mr. Des Barres, Rector of St. Thomas Church; and of the second, Benjamin Dancey, of Malahide, and Mrs. W. H. Mann, of Aylmer.

MAYOR DRAKE.

Among the first residents of the village of St. Thomas we mention Captain Richard D. Drake, who was during a long and useful life a prominent and highly respected citizen of this place. Daniel Drake, Esq., the subject of this sketch, is one of his sons—was born in 1819, and it may be further added that he was the first white child born in St. Thomas.

R. D. Drake was Deputy Sheriff, and the son Daniel, at the age of 13, was employed at writing in the Court of Request, and in Division Court duties, so that his education was of that practical kind, obtained only by those who in early life are thrown on their own resources.

During the Rebellion troubles of 1837, and the distressing frontier raids of 1838, Mr. Drake accompanied his father to the front, and at the review of the troops by Governor Arthur in 1838; was from his youthful appearance, especially complimented for his patriotism. During his whole life Mr. Drake has been warmly identified with the interests of St. Thomas, and in 1861 first became a member of its Municipal Council He has served this town in this capacity for several years, and has been four terms elected as its chief officer, twice by acclamation and twice by good majorities after an election contest, and now voluntarily retires from this position, giving his support to Dr. McLarty. During his mayoralty the town has grown to three-fold its former size, and enjoyed an era of general prosperity.

Mr. Drake was married in 1843 to Miss McCollom—they have three children—one son in Chicago—the other, Adelbert, member of the Council in 1875, and a well known citizen among us, and the daughter, Florence, at home with her parents.

In conclusion of this brief notice, it is but simple justice to say that during a long residence in St. Thomas, Mr. Drake has ever shown a warm interest in its welfare, cheerfully given much of his own time and made many sacrifices for the public good, and that now on his retirement from the mayoralty at the close of 1876, no citizen enjoys a greater share of popularity and respect than he.

EDWARD BURWELL, Esq,

is one of the sons of Colonel Mahlon Burwell, so often mentioned not only as an early settler of Elgin, but as a prominent Canadian states man of those times. Among the other duties of Colonel Burwell was that of Government Surveyor, and at that time, instead of paying money for surveying, a portion of the land was given, and the Colonel became possessed of a number of thousands, acres of wild lands in the western townships. This, with other property, was inherited by the family, who are now quite wealthy, and Edward Burwell enjoys what most men highly covets, a life of independence and retired ease. His house is situated west of Fingal, near the Southwold and Dunwich line, and in the historic regions of the early Talbot settlement. Mr. Burwell is a man of courteous and modest bearing, and sterling honesty of character. He has always been the friend and patron of education, and like his father before him, earnestly desires to give his children liberal advantages. For this purpose he has now purchased a block of land in the city of London, and given the contract for the erection of a fine private residence there.

JAMES MORGAN

left the Island Home of an Englishman about the year 1840, and settled on the Lake road in the Township of Southwold, near the village of Port Stanley. He is one of those fortunate men who are not naturally calculated for making enemies, but who pursue the peaceful tenor of their way, sustained by a clear conscience and good will towards all.

Mr. Morgan is a farmer, and has not only made a comfortable living by farming, but raised a fine family of sons and daughters, amassed a fair competence, and built one of those rich rural homes of which Elgin is justly proud.

Among his fellow men Mr. Morgan is highly esteemed for his honesty, candor and other excellent personal qualities.

ARCHIBALD McEACHERN.

Through the spirited enterprise of this gentleman, the new village of Dutton has one of the largest and best flouring and barley mills in the country. It has proved a great boon to the township in which it is situated, since it is not only a great convenience for custom work, but it affords a constant home market for nearly all kinds of grain.

Archibald McEachern was born in Argyleshire, Scotland, in the year 1844, and in the year 1853 emigrated with his father to the Township of Ekfrid, in this Province. His father, Duncan McEachern was a blacksmith, an excellent mechanic, and by hard work, fair dealing and good management accumulated sufficient means to purchase 400 acres of land in the new Township of Brooke, County of Lambton, where he now resides. The subject of this sketch assisted materially in clearing and improving this, and received as his reward on coming of age, 100 acres of the land. It was however located in one of the back sentlements, and did not wholly satisfy the ambition of Mr. McEachern, and he next engaged in business in Watford, and afterwards in Appin. In 1872 the County of Elgin attracted his attention, and in 1872 in company with Mr. Henry Miller, he purchased from Campbell Brothers a large saw mill in the Township of Dunwich, and engaged in the lumbering business. This was sold in 1847 to Mr. McMillan, and Mr. McEachern then engaged in the enterprise of the Dutton Flouring Mill, a notice of which may be found in the historical sketch of Dunwich. These mills cost several thousand dollars, and are a permanent advantage to the village of Dutton, and the surrounding country. On their completion a complimentary supper was tendered, and good wishes expressed for Mr. McEachern by his many personal friends.

JOHN M. PENWARDEN, M. D.

This gentleman is a native of the County of Elgin—was born in 1844—educated in English and the Classics in the St. Thomas Grammar School, and served a very successful and popular apprenticeship as a public school teacher in the county. His last year of service was in the Port Stanley school in 1862; he then applied himself closely to the study of medicine, and in 1864 received the Degree of M. D. at the University of Victoria College in Toronto. This institution, of which Dr. Gustin is also a graduate, attracted the attention of students from this county, not alone because of its high excellence, but because it was founded by the learned and talented Dr. John Rolph, one of the early settlers of the county.

Dr. Penwarden was, throughout his whole course, both literary and medical, a faithful and a clever student, and he was on his graduation far more proficient than most men of his age. He recognized in the science of medicine a noble science—one to which all other sciences are in some degree tributary, and in which all the powers of the mind may be fully exercised. As a reward for this he soon won the confidence of the public, and with it a lucrative practice.

In 1862, while engaged in teaching in Port Stanley, Dr. Penwarden was married to Miss McQueen, a daughter of Colonel McQueen, of Southwold. He has now a beautiful home in Fingal, at which place he has resided since beginning the practice of medicine, with the exception of a short experience in the drug business in Wallacetown.

Personally Dr. Penwarden is popular—makes friends and keeps them, because his nature is frank, just and generous, and because he cannot help being what any fair judge of human nature would call, "a jolly good fellow."

GEORGE LAING, ESQ.,

merchant, of Richmond, was born in the State of New Jersey in 1833. Having had the misfortune to lose both his parents at a very early age, his brother Walter and himself were kindly cared for by their uncle, the late Mr. Godwin, of St. Thomas, who brought them to his home in the Township of Bayham. The subject of our sketch was but 13 years of age at this time; he had been a diligent pupil in the public schools of the States until then, but after this he was mainly self-taught—a kind of teaching which experience has found to be always useful and available with quick earnest minds.

On coming of age, or soon after, he took charge of the store in Richmond, and has been a merchant and a resident of the place ever since.

Mr. Laing was married in 1857 to Miss Penelope Cook, of Bayham The two children, Josephine and James, make friends by their amiability and ambition in study, and the home circle is rendered interesting and pleasant by books, music, cheerfulness and kindness.

Mr. Laing has been for many years a Magistrate for the County of Elgin, is Postmaster of the village, and his quiet unassuming manner and personal worth have won for him many friends.

JOHN McPHERSON, ESQ.,

is a son of Alex. McPherson, and a brother of D. McPherson, of the popular manufacturing firm in Fingal and Clinton—was born in the Township of Dunwich in the year 1836—married in 1871 Miss McFarlane, of the town of Peterborough, and now lives on the homestead on the banks of Lake Erie, in the Township of Southwold.

With a competence on which to depend, Mr. McPherson now enjoys the retirement and quiet of a beautiful and tasteful home. His house is indeed one of those that to the passer-by speak of ease, comfort, and elegence. It is situated in a commanding position, with a magnificent view of the lake and the surrounding country—is a two storey brick cottage, roofed with slate, heated by a hot air furnace, and furnished with every luxury and convenience.

We may be thankful that we have not, as in the old countries, that accumulation of wealth in the hands of a few, which, though it might give tall ancestral castles, would for every one give many hovels of poverty and want; such homes as just described, are reared in a young country like ours by the enterprise and taste of our citizens, are more creditable, they help to civilize and are themselves evidences of civilization.

THE ZAVITZ MILL.

This excellent mill, a view of which is here given, was first erected about the year 1831, by Mr. Zavitz, a son of one of the earliest settlers of Yarmouth. It has always done good service and now that it has passed into the hands of the enterprising Jas. Fawcett, Esq., its usefulness has been greatly increased. It is situated on Beaver Creek north of Port Stanley, near the Southwold and Yarmouth township line, at the foot of a range of hills to the west, and surrounded by romantic and beautiful natural scenery.

Mr. Fawcett has lately refitted the mill and improved the machinery, so that it now does a large businesr in merchant and custom grinding, and the work done is of the best quality.

TO THE PATRONS OF THIS WORK AND THE PEOPLE OF THE COUNTY OF ELGIN.

In behalf of Messrs. Page & Co., I beg to tender most sincere thanks and acknowledgements for the very liberal and kindly assistance and encouragement extended to them and those representing them, during the canvass and the labor of preparation, and their earnest hope is, that this memento of their stay in the county may be found to possess general accuracy and some degree of personal interest and value.

The writer of the foregoing notes and brief personal sketches hereby submits them to the public, asking that the mantle of charity may gently fall, covering their delinquencies and imperfections.

He desires to relieve at the same time the subjects of the "personal sketches" of all responsibility for the words therein contained, and to explain that these were written for the most part hastily, during evenings after school labor, with little opportunity to gather all the facts, and still less to submit the manuscript after they were written, and as a consequence, the large majority of persons never saw the sketches until they appeared before the public.

BUSINESS DIRECTORY OF ELGIN COUNTY.

GIVING NAMES OF THE PRINCIPAL PROFESSIONAL AND BUSINESS MEN IN THE TOWNS AND VILLAGES, A DESCRIPTION OF THEIR BUSINESS, AND OF THE PRINCIPAL PRODUCERS OF EACH TOWNSHIP WHO PATRONIZE THE ATLAS.

TOWN OF ST. THOMAS.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Allworth, A. J	Talbot St	1830	England	St. Thomas	Sec. S. C. P. B. & L. Soc. Issuer of
Arkell, Thomas	do	1832	do	do	Merchant. [Marriage Licenses.
Armitage, C. H	do	1869	Canada	do	Boot and Shoe Merchant.
Brown, H	do	1848	England	do	Hardware Merchant.
Baird, John	Elgin St	1856	Wales	do	Merchant.
Booth & Son	Talbot St	1876			House Furnishing Goods.
Burke, P	do	1852	Ireland	do	Proprietor and Publisher of *Dispatch*.
Bailie, Thos. E	Cor. Cent. & Williams	1855	do	do	Carriage Maker.
Bevier, D	Talbot St	1875	United States	do	Proprietor of Lisgar House.
Barnes, D. M	Williams St			do	Livery Stable.
Bell, Jas. A	Talbot St	1876	Canada	do	P. L. S. and C. E.
Carrie, James	do	1857	Scotland	do	Merchant and Pres. Board of Trade.
Coyne, Wm. & Co.	do	1817		do	Merchants.
Claris, Geo. T	do			do	Banker, Broker and Gen. Ins. Agent.
Crombie, A. E	do	1869	Canada	do	Agent Merchants' Bank of Canada.
Coyne, James	do			do	Barrister, &c.
Campbell, Lauchlin	do	1832	Scotland	do	Div. Court Bailiff and High Constable.
Cripps & Doggett	do	1873		do	Marble Dealers.
Cruise, J. E	do	1855	United States	do	Merchant Tailor.
Compton, J	do	1869	England	do	Baker.
Crack, H	do	1875	do	do	Furniture Dealer. [Thomas
Drake, D	Centre St	1819	Canada	do	Livery Stable and Mayor of St.
Dexter, Whitwaum & Co	Cor. Centre & Moore	1874		do	Mfrs. of Tool Handles & Bent Work.
Ermatinger, Chas. O.	Talbot St				Barrister, &c.
Ellis, Henry F	do	1851	Irelard	do	Attorney, Law and Town Clerk.
Evenden, Edmund	do			do	Furniture, &c.
Farley, John	do	1858	Canada	do	Barrister, &c.
Flannery, Rev. Wm	do	1870	Ireland	do	Roman Catholic Priest.
Fraine, S	do	1874	England	do	Merchant Tailor.
Fraser, D	Cor. Southwick & Talbot	1873	Canada	do	Blacksmith and Wagon Maker.
Ferguson, F. H	Talbot St		do	do	Tobacconist.
Flagg, J. A	Wellington St	1872	United States	do	Chief Engineer, C. S. R. R.
Gustin, E. W	Talbot St	1856	Canada	do	Surgeon, &c.
Gilbert, M. A	do	1841	do	do	Banker, &c. [Lime, &c.
Griffin & McKnight	do			do	Com. Merchants & Dlrs. in Coal,
Hutchinson, James	do			do	Furniture Warerooms.
Hanvey, Daniel	Pearl St	1832	Ireland	do	P. L S. and C. E.
Hickson, W, S	Talbot St	1872	England	do	Stoves, Tinware and Cutlery.
Hay, Thomas jr	do	1857	Scotland	do	Baker and Grocer.
Huffman, N. B	do	1872	United States	do	Atlantic Billiard Hall.
Hughes, John R	William St	1871	Wales	do	Marble Dealer.
Jackson, Wm	Talbot St	1852		do	Cabinet Maker.
Jarvis & Rowley	do		Ireland	do	Insurance Agents, &c
Kains, John A	Elgin St	1851	do	do	County Treasurer.
Kilpatrick, D	St. George St	1855	Ireland	St. Thomas	Architect.
Laing, Joseph	Prince Albert St	1843	Scotland	do	Auctioneer and Land Agent.
McKay, John	Talbot St	1836	Scotland	do	County Registrar. Since dead.
Macdougall & Coyne	do			do	Barrister, &c.
Macdougall Colin	Spring East St		Canada	do	M. P. Barrister.
Morton, Geo K	Talbot St	1875	do	do	Manager of Molson's Bank.
Martyn, J. P	do	1851	England	do	Insurance and Loan Agent.
McAdam, J. & J	do			do	Wholesale and Retail Grocers.
McLauchlin, A. M.	do	1843	do	do	Bookseller and Pub. *Canadian Home*
Mann, J	do		Canada	do	Barrister, &c. [*Journal.*
McLarty, D	do		do	do	Physician and Surgeon.
McLean, John	Free Trade Building	1842	Scotland	do	Barrister, &c.
Miller, Edward	Talbot St	1874	Canada	do	Gentleman. [ral Implements.
McMillan, D	Flora & Talbot Sts		Scotland	do	Plough Mfr. and Maker of Agricultu-
Murray, A	Talbot St	1868	do	do	Merchant Tailor.
McCready, D	do	1872	United States	do	Restaurant.
Mihell, James	do	1835	England	do	Merchant Tailor.
Musselman, A	do	1874	Canada	do	Hutchinson House
Meek Brothers	do	1866			Saddle and Harness Makers.
Mitchell, Cornelius	do	1871	England	do	Chemist and Druggist. Since dead.
Neal, William	do	1853	do	do	Merchant.
Nunn, J. G	do	1873	do	do	Auctioneer, &c. [ers & Machinists.
Norsworthy, C. & Co	Centre & Metcalfe	1870		do	Mfrs. Agri. Implem'ts, &c., Iron Found-
Perry, S. O	Talbot St	1876	Canada	do	American Express Agent.
Pullen, John F	Redan & Balaklava	1873	England	do	Grocer.
Price, Fred	Forrest Ave	1875	United States	do	Contractor and Builder.
Penwarden, Oliver	Spring St	1842	England	do	Carpenter, Joiner and Contractor.
Reid, W. C	Malakoff St	1874	Canada	do	Builder.
Smith, J. E	Talbot St	1838	Canada	do	Importer and Dealer in Hardware.
Secord, John H	do	1837	do	do	Grocer. [Barrister, &c.
Stanton, James	County Buildings	1847	do	do	Co. Crown Att'y, Clerk of the Peace,
Sterling, Joseph R	Talbot St	1873	do	do	Planing Mills, &c.
Stacey, Thomas	Williams St	1842	England	do	Blacksmith and Carriage Maker.
Spurr, L. V	Talbot St	1875	Canada	do	Boot and Shoe Maker.
Taylor, M. H	Wellington St	1870	United States	do	Treasurer, C. S. R. R.
Tillson, E. D	Talbot St	1874	Canada	do	Lumber. Tilsonburg & St Thomas
Turvill Bros	do	1849	England	do	St. Thomas Mill, Feed & Grain Store
Vail, Geo. B	West Jackson St	1849	Canada	do	Lumber Dealer.
Willson, H. M	Talbot St	1863	Canada	do	Boot and Shoe Merchant.
Wilkinson, James	do	1873	England	do	Proprietor St. Thomas *Times*.
Wilson, J. H	Elgin St	1868	Canada	do	Physician and Surgeon. M. P. P.
Wood, Amasa	Talbot St	1823	do	do	Broker, &c., &e.
Webb, N	Opera House Block	1849	do	do	China Hall.
Ware & Son	do do	1872	England	do	Architects, &c.
White, John	Talbot St	1840	do	do	Merchant Tailor.

VILLAGE OF VIENNA.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Bennett, Wm	Main St.	1873	England	Vienna	Grist Mill.
Brasher, Saml	Front St	1854	do	do	Post Master and Tailor.
Crockett, G. A	do	1875	United States	do	Prop. Crockett House.
Crawford, John	do	1863	Canada	do	Solicitor.
Draescke, Charles	do	1862	England	do	General Merchant. [penter & Joiner.
Gilbert, Romain	Main St	1871	Canada	do	Foreman in Turning Factory, Car-
Kingston, John J	Fulton St	1869	do	do	M. D. [Councillor.
Marlatt, Robert	Front St	1861	do	do	Foundry and Machine Shop, Village
Morgan, L. G	Fulton St	1876	do	do	Principal of High School.
Matthews, H. J	Water St	1831	do	do	Wagon and Carriage Maker.
Putnam, W. M	Church St.	1874	United States	do	[ber. Village Councillor. Steam Saw Mill and Dealer in Lum-
Suffel, Geo	Front St	1850	England	do	County Warden.
Suffel & Son	do	1850	do	do	General Merchants.
Saunders; E	Main St.	1834	do	do	Gentleman.
Spraul, Wm. W	Chapple St	1872	Canada	do	Bailiff.
Taylor, Sylvester	Main St.	1875	England	do	Woolen Factory.
Wilson, J. A	Front St	1870	Canada	do	Prop. San Francisco House.
Walker, James	Main St.	1834	Scotland	do	Gentleman.
Wildern, Isaac	Front St	1875	Canada	do	Druggist and Dominion Tel. Office.
Weedge, Aaron	Front St	1875	do	do	Harness Maker.

SOUTHWOLD TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Ayerst, Wm	Lot 48 N B T R	1870	England	Talbotville	Farmer.
Brown, D	Lot 10 S N B	1835	Canada	Iona	Farmer and Reeve.
Barnes, Minor	Talbot street	1839	do	Fingal	Proprietor Fulton House.
Baird, Robert	Con 4 Lot 6	1856	Ireland	Corsley	Farmer.
Burwell, Bdward	Lot 4 T R E	1829	Canada	Fingal	do
Ball, J. & J	" 19 N B T R	1850	England	Corsley	do
Burwell, S. E	Fingal	1832	Canada	Fingal	General Merchant.
Bradden, James	Lot 5 B F L R	1848	England	Port Stanley	Farmer and Gardner.
Barnes, Joseph S.	Talbotville	1837	Canada	Talbotville	Proprietor Mansion House.
Beedle, Jacob	Shedden	1848	do	Corsley	Proprietor Shedden House.
Bodine, Marshall	Lot 19 N T R	1847	do	Fingal	Farmer.
Begg, James	" 42 S T R E	1846	Scotland	St. Thomas	do
Best, I. N	" 5 Con 1	1870	United States	W. Magdalen	Brick Manufactory.
Branton, Henry	Talbotville	1860	England	Talbotville	Farmer and Veterinary Surgeon.
Banghart, Jesse	Shedden	1876	Canada	Corsley	General Merchant.
Begg, James	Lot 16, 2 R L R	1831	Scotland	Port Stanley	Farmer and Stock Breeder.
Casey, Geo. E	Lot 26 T R	1850	Canada	Fingal	M. P, Farmer and Stock Breeder.
Cameron, Ewen	" 13 L S R	1832	do	Port Stanley	First Deputy Reeve and Farmer.
Campbell, Duncan D	" 11 Con 2	1843	Scotland	Lawrence	General Merchant.
Campbell, Dugald	" 6 N B T R	1845	Canada	Iona	Farmer.
Campbell, D. P	" 9 Union Road	1843	do	Fingal	Farmer and Councillor.
Cole, Philip	" 18 N H	1860	England	Frome	Blacksmith and Farmer.
Cunningham, W. E.	Fingal	1869	Canada	Fingal	Miller and General Agent.
Coleman, Thomas C.	Lot 14 U R	1840	do	Port Stanley	Farmer.
Casey, Thomas	Fingal	1832	do	Fingal	do
Curtis, John	Lot 32 T R E	1844	England	Middlemarch	Farmer and Blacksmith.
Curtis, Richard	" 38 S T R E	1856	Canada	do	Farmer and Fruit Grower.
Campbell, Colin	" 15, 3	1863	Scotland	Lawrence Sta	Farmer.
Crosson, David	" 14, 1	1852	Canada	do	do
Daugherty, Albert	Lot 18, 2	1829	do	Frome	do
Davis, William	" 4 W R R R	1848	Ireland	St. Thomas	do
Doan, Joseph E	" 6 S L R	1832	Canada	Port Stanley	do
Drake, John	" 19 S B N T R	1872	do	Fingal	do
Dewar, Neil, jr	Lawrence Station	1848	do	Lawrence Sta	General Merchant and P. M.
Dingman, Alo	Lot 2 Con 2	1875	do	W. Magdalen	Farmer.
Dawdy, Isaac	" 18 " 3	1865	do	do	Prop. Saw Mill & Turning Factory.
Daugharty, Charles	" 18 " 2	1832	do	do	Farmer.
Daugharty, John	" 27 S S N B T R	1820	do	Frome	do
Dibert, Charles	Southwold	1870	Germany	Corsley	Brick Maker.
Earnshaw, E	Lot 14 Union Road	1870	England	Port Stanley	Farmer.
Eagan, John	" 24 S N B T R	1820	Canada	Frome	do & Agt. Argic'l Impl'ts.
Fowler, Jacob	" 18 T R E	1836	do	Fingal	Farmer and Collector. [Cattle.
Futcher, Thomas	" 37 N T R E	1840	England	St. Thomas	Farmer and Breeder Short Horned
Farr, W. H	" 13, 1 R N U R	1849	Canada	Port Stanley	Farmer.
Fawcett, James	" 16 N R U R	1869	do	do	Proprietor Zavit's Mills. [Grange.
Ferguson, Dugald	" 11 Union Road	1832	do	do	Farmer, J. P., Master Maple Leaf
Gilbert, Elijah	" 11 N B T R	1821	do	Corsley	Farmer and Stock Dealer.
Galbraith, Duncan	Iona Station	1859	do	Iona Station	Merchant and P. M.
Gilbert, David L.	Lot 23 Con 4	1846	do	Talbotville	Farmer.
Galliver, John	Fingal	1876	do	Fingal	Cheese Manufactory.
Gilbert, Charles	Lot 37 N B T R	1833	do	Talbotville	Farmer.
Haume, Samuel P.	" 5 Con 1	1850	do	W. Magdalen	do
Horton, John	Shedden	1827	do	Corsley	P. M., Merchant, Station Ag't, &c.
Harris, John	Lot 5 N T R	1840	do	Iona	Farmer, Stock Breeder & Fr't Gr'er.
Hovey, M	Fingal	1848	United States	Fingal	Manufacturer.
Horton, Peter	Lot 24 N B T R	1845	Canada	Frome	R. R. Contractor.
Horton, Andrew	" 24 N B T R	1831	do	do	Farmer.
Hunt, M	" 43 N S	1856	do	Talbotville	do
Hunt, Thomas	" 19 Con 2	1832	do	W. Magdalen	do
Ibbitson, Thomas	" 17 " 2	1847	Nova Scotia	Lawrence Sta	do
Jelly, R. T	" 13, 2d R N L R	1870	Ireland	Port Stanley	do
Jones, Robert	" 5 N L R	1865	Canada	do	Farmer and Fruit Grower.
Kerr, Arch'd	" 3 Gore	1818	Scotland	Iona Station	Farmer and J. P.
Keillor, W. T	" 6 N B T R	1860	Canada	Iona	Farmer.
Lawrence, William	" 12 Con 2	1843	do	Lawrence Sta	Proprietor Lawrence Hotel.
Lewis, John	" 1 " 4	1836	do	Frome	Farmer and Stock Raiser.
Lawton George	" 39 T R E	1827	England	St. Thomas	Farmer.
Lynn, Hugh	" 7 Con 2	1848	Ireland	W. Magdalne	do
Lynn, Samuel	" 8 " 2	1848	do	do	do
McIntyre, Malcolm	" 11 Con 3	1844	Scotland	Lawrence Sta	Farmer, J. P., and Stock Raiser.
Matherson, J. S.		1863	do	Corsley	Cordwainer.
Moore, Wm. E.	Lot 11 N B T R	1859	Canada	Corsley	Farmer.
McQueen, Col. Jas.	" 24 S T R	1817	do	Fingal	do
Mellor, Thomas	" 1 R R	1833	England	Port Stanley	do
Mellor, John	" 4 E R R	1833	do	St. Thomas	do
McColl, Nicol	" 4 N B T R	1831	Scotland	Iona	Farmer and ex. M. P.
Morgan, James	" 10 S L R	1837	England	Port Stanley	do
McIntyre, Daniel	" 313 R from T L	1840	Canada	Fingal	do
Meek, Charles	" 12 S U R	1850	do	Port Stanley	do
Mitchell, Robert	" 2, 2 R S M R	1842	Scotland	Fingal	do
MacPherson, John	" 2 S S L R	1833	Canada	do	do
MacPherson, Glasgow & Co	Fingal	1848	do	do	Manuf'g Agricul. Implements
Meek, Thomas	Lot 5 S T R E	1842	do	do	Farmer.
McBride, Malcolm	" 17 Con 2	1847	do	Lawrence Sta	Farmer and Stock Raiser.
Metcalf, George	Talbot street	1842	England	Fingal	Cabinetmaker and Undertaker
Martin, Alexander	Lot 8 Con 3	1857	Ireland	W. Magdalen	Farmer.
McNicol, Charles	" 9 " 3	1847	Canada	Lawrence Sta	do
Mulligan, William	" 26 & 27 Con 4	1850	do	Talbotville	do
Munro, Donald	" 23 Con 3	1827	Scotland	do	do
Munro, Arch'd	" 24 " 3	1843	Canada	do	do
Munro, Colin	" 23 " 23	1840	do	do	do
McKay, William	" 2 " 1	1848	do	W. Magdalen	do
Mitchell, Robert	" 2 R S U R	1842	Scotland	Fingal	do
McLay, John	" 20 Con 4	1856	do	Shedden	
Norton, Joseph	" 9 L R	1846	do	Fingal	Farmer.
Oloane, Daniel	Fingal	1873	do	do	Blacksmith & Carriage Manufactory
Osburn, Andrew		1852	Ireland	Frome	Carpenter and Joiner.
Ordish, Janet	Southwold Station	1835	Canada	W. Magdalen	General store.
Penwarden, J. M.	Fingal	1865	do	Fingal	Physician.
Payne, Edward	Lot 34 N B T R	1859	England	Talbotville	Farmer.
Payne, Henry	" 34 N B T R	1830	do	do	do
Phillips, Benjamin	" 30 T R S S	1873	Canada	Middlemarch	Farmer and Stock Raiser.
Risdon, W	Fingal	1866	do	Fingal	Stove, Tin Ware, Agr'l Impl'ts, &c.
Robinson, Jabel	Lot 29 T R E S	1871	do	Middlemarch	Farmer, Master Apple Grove Grange
Robins, Adam	" 5 & 6 E R R	1836	do	St. Thomas	Farmer and Fruit Grower.
Roberts, Walter	Fingal	1856	do	Fingal	Grocer.
Ripley, Henry	Lot 3 Lake Road	1871	Canada	Port Stanley	Farmer.
Robb, James	" 7 N U R	1840	do	Fingal	do
Randall, Lewis M	Iona	1840	do	Iona	Regular Baptiste Minister.
Rogers, Geo.	Lot 45 L & P S G R	1836	Ireland	St. Thomas	Carpenter and Joiner.
Stafford, Lewis	Lot 15 N B T R	1846	Canada	Corsley	Retired Teacher.
Silcox, John	" 8 N B T R	1828	England	Iona	Farmer and Pound Keeper.
Stafford, Caleb	" 14 N B T R	1833	Canada	Corsley	Farmer. [Stock.
Silcox, George	" 4 N B T R	1829	England	Iona	Farmer and Breeder Thoroughbred
Smith, Joseph	Fingal	1869	Canada	Fingal	Smith's Hotel.
Stafford, C. W	"	1842	do	do	Teacher.
Smith, John	Lot F & G T R E	1816	do	Talbotville	Farmer and J. P.
Stanton, George	" T R E	1843	do	Middlemarch	Proprietor Dominion Hotel.
Stafford, R. N	" 14 N B T R	1839	do	Corsley	Farmer and retired Teacher.
Stephenson, W. H.	Iona Station	1848	do	Iona Station	Cheese Manufacturer.
Stafford, W. & W	" 14 S N B T R	1856	do	Corsley	Farmers.
Stafford, William	" 9 N B T R	1850	do	Iona	do
Stafford, Samuel	Shedden	1833	do	Corsley	Proprietor Shedden Planing Mills.
Sickles, John	Delaware Tp	1841	United States	W. Magdalen	Farmer and Teacher.
Sinclair, Duncan	Lot 7 Con 4	1871	Scotland	Corsley	Farmer.
Silcox, Grant	Frome	1830	Canada	Frome	General Merchant and P. M.
Sharron, Henry	Lot 28 S N N B T R	1833	do	do	Farmer and Stock Raiser.
Taylor, William	" 3 N L R	1824	do	Fingal	Farmer.
Tucker, John	Talbotville	1835	England	Talbotville	Grocer and P. M.
Treadwell, T. M	Lot 41 S T R	1843	Canada	St. Thomas	Farmer and Stock Dealer.
Willson, Robert	" 33, N B T R	1818	do	Talbotville	Farmer.
Walker, John	" 12 Con 2	1874	do	Lawrence Sta	Saw Mill and Handle Factory.
Wallais, M	" 2 " 4	1847	England	St. Thomas	Farmer and Councillor, and Master
Wardell, Edwin	" 34 S T R F	1825	Canada	do	Farmer. [Forest Rose Grange.
Warren, Francis	" 22 N T R	1853	England	Frome	do
Wight, John		1871	Scotland	St. Thomas	do
Wan, S. T	" 9 B F	1874	England	Lawrence Sta	
Welden, Samuel	Lawrence Station	1844	Canada	do	Prop'r Saw Mill & Edge Tool Fac'ry
Wallis, W. J.	Shedden	1850	United States	Corsley	Merchant and Lumber Dealer.
Wallis, Thomas	Lot 36 N B T R	1858	England	Talbotville	Farmer.
Young, Joseph	" 2 Con 2	1852	Canada	W. Magdalen	Farmer.

DUNWICH TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Barclay, Æ. S. K	Wallacetown	1860	Scotland	Wallacetown	Postmaster, Wallacetown.
Backus, Andrew	Con. 10 Lot 11		Canada	Tyrconnell	Farmer and Stock Raiser.
Backus, Stephen	" 10 " 13		do	do	do
Backus, Robert	" 9 " 13		do	Wallacetown	do
Bobier, Joshua	" 9 " 15		do	do	do
Britton, J. & W. R	Iona	1855	England	Iona	Millers.
Conn, Meredith	Tyrconnel		Canada	Tyrconnell	Grain Merchant and Land Dealer.
Crane, Anthony	Con. 11 Lot 15		do	do	Farmer.
Cascaden, John, M.D.	Iona	1859	Ireland	Iona	Physician.
Campbell, J. J	Con. A. Lot C	1861	Canada	Iona Station	General Merchant.
Duncan, Archibald	Con. 10 Lot 12	1858	Scotland	Tyrconnell	Farmer and Stock Raiser.
Decow, John L	Iona Station	1841	Canada	Iona Station	Proprietor Dufferin House.
Dewar, Alex. C	Con. 3 Lot 3	1874	do	Campbellton	Farmer.
Fraser, Wm. G	" 4 " 17	1859	do	Cowal	Brick and Tile Maker.
Gerow, Peter V	" 10 " 14	1871	do	Tyrconnell	Farmer.
Gow, John R	" 9 " 12		do	Wallacetown	Farmer and Stock Raiser.
Graham, Neil	" 1 " 8	1866	Scotland	Campbellton	do
Hood, Hugh D	" A B F " 8	1847	do	do	Farmer.
Jordan, Robert	Wallacetown	1871	Ireland	Wallacetown	Hotel Keeper.
Kerr, John W	Con. A B F Lot 6	1845	Scotland	Campbellton	Farmer.
Lyons, John	" 9 " 22		Canada	Iona	do
Lunn, Andrew	" 11 " 22	1852	Scotland	Port Talbot	do
McPhail, Alex	" 6 " 22	1849	Canada	Iona Station	Teacher.
McColl, Daniel S	Currie St., Wallacet'n		do	Wallacetown	Physician.
McLarty, Alex	Con. 7 Lot 12	1852	Canada	Wallacetown	Shoemaker.
McPherson, Angus	Dutton	1872	do	Dutton	Merchant. [Mills.
McEachern, Arch'd.	do	1822	Scotland	do	Hotel Keeper. Founder of Dutton
McCallum, Angus M	Con. 4 Lot 18	1853	do	Cowal	Farmer. [of Co. Board of Exam.
Maccoll, Samuel	" 4 " 17		Canada	do	Farmer and Short Horn Breeder. Sec.
McBride, N. & D.	" 2 " 7	1873	Scotland	Campbellton	General Store and P. O.
McMillan, Arch'd	Dutton	1866	do	Dutton	Lumber Merchant.
McCallum, John	Con. A Lot C		do	Iona Station	Farmer.
McEachren, John	" 2 " 1	1871	Scotland	Cinnan	do
McColl, D. T	" 7 " 17	1828	Canada	Wallacetown	do
McPhail, Duncan	" 8 " 20	1830	do	Iona	do
Pearce, John L	" 8 " 12		Canada	Wallacetown	Farmer and Stock Raiser.
Parker James	" 10 " 15	1826	do	do	do
Pearce, John	" 10 " 10		do	Tyrconnell	do
Pearce, Thomas	" 9 Lots B & C			Iona	do
Pearce, Thomas L	" 9 Lot 11	1843	Canada	Wallacetown	Farmer.
Ross, Wm. James	" A " 24			Iona Station	Cheese Factory.
Sanders, Fred	" 11 " 23	1852	England	Port Talbot	Farmer.
Sinclair, Duncan	Iona	1849	Scotland	Iona	Merchant.
Stoliker, Isaac	Con. 7 Lot C	1841	United States	Iona	Constable.
Urlin, A D	Wallacetown	1869	Canada	Wallacetown	Merchant.
Wallace, John C	Wallacetown			Wallacetown	Builder.
Welch, Joseph	Con. 2 Lot 11	1839	Canada	Largie	Farmer and Stock Raiser.

MALAHIDE TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Allen, Orlando	Main street	1874	England	Springfield	Baker and Grocer.
Adams, Wm. M	Talbot " Lot 7	1873	Canada	Aylmer	Farmer.
Abell, R.	Con 6 " 27	1870	do	do	Farmer and Tp. Councillor.
Brown, E. T.	" 6 " 26	1875	do	do	Farmer and Mill owner.
Blake, Bros.	Mill street	1874	do	Springfield	Springfield Custom & Flouring Mills
Backus, Jno. R	Con 2 Lot 17	1828	do	Copenhagen	Farmer.
Benner, Jno	" 4 " 20	1853	do	Newton	Farmer and Stock Raiser.
Burdick, A. D.	" 1 " 21	1848	do	Groves End	Farmer ond Fruit Grower.
Boyd, Sewell	" 3 " 23	1868	do	Mount Salem.	Farmer and Blacksmith.
Bagnall, Jno.	" 3 " 30	1847	England	Groves End.	Farmer.
Beamer, W. W.	" 7 " 5	1852	Canada	Aylmer	do
Burdick, James S.	" 6 " 22	1818	do	do	do
Bothwell, Wm.	" 2 " 26	1871	Ireland	G oves End	Minister and P. M.
Baker, W.					
Chambers, R. A.	" 6 " 18	1870	Canada	Aylmer	Farmer and Harness maker.
Cascaden, Wm.	" 6 " 24	1814	do	do	do
Court, Edward	" 4 " 14	1851	England	Newton	do
Clark, L. J.	" 8 " 12	1837	do	Aylmer	Farmer and Pres. Agr'l Society.
Camp, John A.	" 1 " 10	1864	Canada	Copenhagen	Farmer.
Crimp, John L.	" 4 " 16	1874	England	Newton	Miller.
Chute, Walter	" 2 " 25	1838	Canada	Groves End	Farmer and Fruit Grower.
Cahoon, N. S.	" 3 " 29	1845	do	do	Farmer and Stock Raiser.
Chambers, Nelson	" 8 " 28	1846	do	Glencolin	Farmer and J. P.
Clark, William	" 8 " 10	1838	England	Aylmer	Farmer.
Davis, D. F.	Gravel Road.	1822	Canada	do	Farmer and Tp. Reeve.
Doolittle, S. L.	Con 4 " 14	1873	do	Newton	Farmer.
Davis, J. W.	" 9 " 10	1856	do	Aylmer	Farmer and Stock Raiser.
Dodds, William	" 3 " 18	1873	do	Mount Salem.	do
Davis, J. M.	" 8 " 5	1832	do	Aylmer	do
Davis, A. J.					
Davis, E. R.	Talbot street.	1843	do	do	Salesman.
Dancey, Benj. E.	Con 6 " 23	1848	do	do	Farmer.
Elsworth, John	" 3 " 16	1853	do	Mount Salem	do
Eseltine, J.	" 3 " 22	1831	do	do	do
Graham, Joseph M.	" 7 " 28	1848	do	Bayham	do
Griffin, Edward	" 1 " 27	1813	do	Groves End	do
Hoag & McGregor	Main street.	1875	do	Springfield	General Merchant.
Hunt, W. Z.	Con 4 " 28	1872	do	Mount Salem.	Proprietor Mansion House.
Hill, A.	" 4 " 16	1840	do	Newton	Farmer, Mill owner & Dpty Reeve.
Huffman, J. B.	" 6 " 18	1841	do	Aylmer	Farmer.
Harvey, Mrs. S.	" 4 " 17	1821	do	Newton	do
Halliker, George	" 4 " 21	1845	do	Mount Salem.	do
Hawkinson, Wm.	" 4 " 20	1846	do	Groves End	do
Hawkinson, John A.	" 1 " 20	1870	do	do	Farmer and Stock Raiser.
Haggon, J.	" 2 " 29	1855	Ireland	do	do do
Heffer, John	" 2 " 22	1871	England	Mount Salem.	Farmer.
Haney, I. B.	" 7 " 19	1840	Canada	Aylmer	Farmer and Dairyman.
Haney, James	" 7 " 20	1849	do	do	do do
Hemmingway, Silas	" 9 " 13	1854	do	do	Farmer.
Hawkinson, R. T.	" 2 " 31	1852	do	Groves End	do
Inglesby, R. C	" 4 " 14	1875	do	Newton	School Teacher.
Jones, Wm. D.	" 1 " 16	1855	do	Copenhagen	Farmer.
Johnston, Bros.	" 7 " 29	1853	do	Aylmer	do
Kinney, E.	" 3 " 21	1874	do	Mount Salem.	General Agent.
Krusen, C. C.	" 5 " 11	1875	United States	Aylmer	Steam Saw Mill.
Knott, Robert	" 4 " 19	1875	Canada	Newton	Farmer.
Kensey, John	" 6 " 22	1818	do	Aylmer	Farmer and Stock Raiser.
Kensey, Jesse	" 5 " 23	1818	do	do	Farmer and Dealer in Stock.
Kensey, George	" 5 " 24	1818	do	do	Farmer and Stock Raiser.
Kimbar, Henry	Talbot street.	1854	England	do	Farmer.
Laur, Catharine	Con 6 " 24	1840	Canada	do	do
Lyon, W. B.	" 1 " 22	1834	do	Groves End	do
Lyon, Calvin, M.	" 1 " 22	1833	do	do	Farmer and Dairyman.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Laur, John	Con 8 Lot 32	1860	Canada	Bayham	Farmer.
Leeson, Welborn	" 8 " 18	1874	England	Aylmer	do
Laur, W. B.	" 4 " 18	1874	Canada	do	Agent Agricultural Impl's.
Locker, Richard	" 5 " 13	1838	do	Newton	Farmer.
Learn, Jesse	" 6 " 25	1830	do	Aylmer	do
McCausland, John	" 5 " 18	1818	do	do	Farmer and J. P.
McCausland, W.	" 5 " 15	1838	do	do	Farmer and Deputy Reeve.
Miller Simon	" 6 " 16	1830	do	do	Farmer and Stock Dealer.
Mills, J. B.	East street.	1866	do	Springfield	M. D.
McTaggart, Arch'd.	" 2 " 14	1842	Scotland	Newton	Farmer and Saw Mill owner.
Murdie, William	" 2 " 3	1853	do	Port Bruce	Farmer and General Auctioneer.
Markle, Daniel	" 1 " 22	1870	Canada	Groves End	Blacksmith.
Marr, Jno S.	" 1 " 28	1821	do	do	Farmer and Stock Raiser.
McConnell, Elisha	" 1 " 29	1836	do	do	do
McConnell, Charles.	" 1 " 29	1836	do	do	do
McGregor, Samuel	" 7 " 32	1873	do	Bayham	do
Miller, B.	" 7 " 17	1846	do	Aylmer	do
Millard, M.	" 1 " 6	1876	England	Port Bruce	Proprietor Commercial Hotel.
Moore, Lindley	" 1 " 6	1854	Nova Scotia	do	Farmer and Fruit Grower.
Millard, Noah	" 5 " 8	1856	Canada	Aylmer	do
McGuigan, Joseph	" 4 " 18	1850	do	Mount Salem.	Farmer.
Newell, John	" 6 " 24	1871	do	Aylmer	Blacksmith.
Oil, Geo. L.	" 3 Lots 13 & 14	1875	do	do	Flouring and Custom Mill.
Parks, James	" 3 Lot 25	1848	England	Groves End	Farmer.
Pressey, P.	" 4 " 27	1845	do	Mount Salem	Farmer and Dairyman.
Pressey, Henry	" 5 " 32	1864	do	do	Farmer and Saw Mill.
Pound, Wm.	" 7 " 32	1827	Canada	Bayham	Farmer.
Philps, Daniel	" 7 " 33	1871	do	do	do
Piggott, William	" 1 " 23	1872	do	Groves End	Farmer and Dealer in Stock.
Richardson, John	" 5 " 17	1852	do	Newton	Farmer. [Agr'l Society
Ross, Charles	" 1 " 19	1842	Ireland	Groves End	Farmer and Stock Raiser, President
Rowley, Elias	" 6 " 24	1854	Canada	Aylmer	Farmer.
Smith, W. E.	" 2 " 18	1864	do	Groves End	Farmer and Tp. Councillor.
Smith, W. H.	" 3 " 20	1862	do	Mount Salem.	General Agent.
Schooley, B.					
Saunders, J. W.					
Stevens, Joseph	" 8 " 2	1836	United States	Kingsmill	Farmer.
Sweet, Jno.	" 8 " 1	1860	England	do	do
Smith, H. M.	" 1 " 24	1857	Canada	Groves End	do
Smith, Isaac.	" 1 " 25	1861	do	do	do
Summers, A.	" 7 " 16	1862	do	Aylmer	do
Stoner, Jonas	" 6 Lots 14 & 15	1875	do	do	do
Swindle, William	" 7 Talbot Road.	1875	do	do	Proprietor Rossin House.
Thayer, Jarvis	" 3 " 13	1856	do	Newton	Farmer.
Taylor, Alex.	" 9 " 6	1839	do	Aylmer	do
Tedford, John	" 1 " 26	1836	do	Groves End	do
Tedford, Samuel	" 1 " 26	1836	do	do	do
Tedford, Joseph R.	" 4 " 29	1859	do	Mount Salem.	do
Tufford, F. H.	" 4 " 12	1875	do	Aylmer	do
Thompson, Thomas.	" 1 " 5	1856	England	Port Bruce	Grain Dealer and P. M.
Leeple, Wm.	" 7 " 3	1830	Canada	Orwell	Farmer.
Van Slyke, James	" 1 " 13	1870	do	Copenhagen	do
Van Velzer, E.	" 3 " 3	1876	do	Vienna	do
Van Velzer, Raym'd	" 4 " 3	1819	do	Calton	Farmer and Stock Raiser.
Van Palter, Leonard	" 5 " 23	1854	do	Aylmer	Farmer and Speculator.
White, Ira, jr	" 4	1854	do	Orwell	Miller.
Ward, Sheldon	" 6 77	1870	do	do	Farmer.
Wonnacott, Thomas	" 2 " 11	1876	England	Copenhagen	Proprietor Copenhagen Hotel.
Wooley, J. S.	" 1 " 21	1854	Canada	Groves End	Farmer.
Young, Robert	" 8 " 19	1846	do	Glencolin	do
Young, Samuel	" 8 " 20	1856	do	do	Farmer.
Zavits, W. H.	" 6 " 15	1853	do	do	Farmer and Dairyman.

YARMOUTH TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Armstrong, James	Lot 4 Con. 12	1864	Ireland	Union	Farmer and Stock Raiser.
Brampton, W. J	Sparta	1854	Canada	Sparta	Merchant.
Bailey, Wilson	do	1836	do	do	Hotel Proprietor.
Bailey, George	Lot 4 Con. 9	1843	do	Union	Farmer.
Bailey, Richard	4 8	1848	do	do	Miller.
Bingham, Darius	9 28	1842	do	Orwell	Farmer.
Bailey, W. L.	6 20	1847	do	Sparta	Farmer and Fruit Grower.
Cole, W. B	5 21	1842	do	Union	Farmer.
Cutton, G. O.	7 28	1854	do	Orwell	Farmer and Nurseryman.
Crane, E. R.	Orwell	1836	do	do	Merchant.
Cummings, Mrs. S.	2	1860	England	Dexter	Farmer.
Callard, John	Sparta	1869	do	Union	Druggist and Agt. Montreal Tel. Co.
Couse, Ensley	Lot 8 Con. 17	1869	Canada	Yarmt'h Cent.	Farmer.
Couse, Charles W	8 17	1853	do	do	Student.
Day, Samuel	7 2	1848	England	St. Thomas	Farmer and Reeve.
Eakins, J. A.	Sparta	1842	Canada	Sparta	P. M. and General Merchant.
Elgie, Henry T	New Saurum	1876	England	New Saurum	do do
Furguson, Daniel	Lot 5 Con. 5	1836	Scotland	St. Thomas	Farmer.
Gamble, Moses	2 25	1873	do	Sparta	do
Graham, Robert	4 5	1838	do	Union	do
Grant, John F	5 2	1857	do	St. Thomas	do
Hilborn, W. D.	5 21	1862	Canada	Sparta	Farmer and Stock Raiser.
Haight, James W	4 3	1834	do	Union	Woolen Manufacturer and Miller.
Johnson, George	3 7	1851	do	do	Farmer.
Jay, Austin	4 24	1843	do	Sparta	Farmer and Stock Raiser.
Kilding, George S.	12 14	1849	do	St. Thomas	Farmer.
King, Wm	1 20	1860	England	Sparta	do
Lale, George	6 26	1856	England	Orwell	Saw Millers and Lumber Dealers.
Luton, Daniel	1st Range 17 and 18	1875	do	New Saurum.	Farmer and J. P.
Luton, Wm	Lot 10 17 and 18	1819	Mapleton	do	Farmer.
Laverton, Wm. & Co	12 19 and 20	1857	England	Sparta	do
Lewis, Lyman	1 18	1830	U. S	do	Farmer and J. P.
Lewis, Walter C	7 26	1843	Canada	Orwell	Farmer and General Jobber.
Locker, John	6 28	1843	do	do	Farmer.
Lewis, Edward A	8 19	1853	do	New Saurum.	Farmer and Stock Raiser.
Lewis & Marshall	7 26	1872	do	Orwell	Pump Manufacturers and Farmers.
Marlatt, Jeheil	8 16		do	Yarm'th Cent.	Farmer, Mill Owner & Dep. Reeve.
Martin, James	6 14	1841	do	St. Thomas	Farmer and Deputy Reeve.
Marsh, Elihu	5 23	1846	do	Sparta	Farmer.
Montgomery, John	1 19	1856	Ireland	do	do

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Maxwell, James	Lot 7 Con. 2	1858	Scotland	St. Thomas	Farmer.
Minard, Wm. S	6 22 and 23	1849	Canada	Sparta	do
Marlatt, Joseph	8 16	1827	do	Yarm'th Cent.	Farmer and Hotel Proprietor.
Mann, Nathan	6 12	1844	do	St. Thomas	Farmer.
Oill, John L.	4 23	1875	do	Sparta	Miller.
Oill, Fernando	1 24	1837	do	do	Yeoman.
O'Brien, John	Sparta	1876	do	do	Carriage Manufacturer.
Pifer, A	Lot 7 Con. 28	1868	U. S	Orwell	Brick and Tile Manufacturer.
Petherick, William.	3 18	1838	England	Sparta	Farmer.
Philip, Geo. A	3 27	1858	do	do	do
Ryckman, L	Dexter	1832	Canada	Dexter	Hotel Proprietor.
Ross, Daniel	1 17	1856	West India	do	Farmer.
Roberts, R. H.	3 28	1850	Canada	Sparta	do
Sinclair, Malcolm	13 4	1850	do	Glanworth	do
Stevens, J. C					do
Sanderson, R. L.	Sparta	1857	do	Sparta	M. D.
Smith, I. H.	do	1836	do	do	Broom Manufacturer.
Smith, Mary A	do		do	do	Farmer.
Sommerville, Mrs	Lot 1 Con. 16	1860	Scotland	Dexter	do
Shain, Elias	6 3 and 4	1869	Canada	St. Thomas	Fruit Grower.
Smith, Geo. S.	8 18	1831	do	Yarm'th Cent.	Farmer and Stock Raiser.
Schooly, E. G.	7 23 and 24	1869	do	Sparta	Farmer.
Stevens, J. C.	9 28	1844	do	Orwell	Farmer and Miller.
Sutherland, D	Orwell	1843	Scotland	do	General Store and P. M.
Sanders, J. H	do	1871	Canada	do	Teamster.
Tuttle, George	Lot 9 Con 27	1848	do	do	Farmer.
Todd, Sym	6 4	1841	Scotland	Union	do
Tibbets, John	Orwell	1876	Canada	Orwell	Hotel Proprietor.
White, A	Lot 5 Con. 28	1854	do	do	Farmer and Miller.
Wood, G. W	Sparta	1873	do	Sparta	M. D.
Wood, A. J	do	1851	New York	do	General Merchant.
Warren, Thomas	Lot 2 Con. 26	1832	England	do	Farmer.
Welding, E. H.	7 3 and 4	1836	U. S	St. Thomas	do
Wienes, Charles	5 4	1855	Germany	St. Thomas	do
Wilcox, G. W	9 26	1851	Canada	Orwell	Breeder of Fine Horses.
Wood, Melvin	4 21	1847	U. S	Sparta	Book-keeper.
York, G. H	5 10	1831	Canada	Union	Farmer.
Zavitz, D.	4 8	1831	do	do	do
Zavitz, Elizabeth J.	6 25	1816	New York	Sparta	do

ALDBOROUGH TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Andrew, David.....	Con. Z. Lot 2	1854	Scotland	West Lorne..	Farmer.
Axford, Richard H..	" 8 " 17	1857	England	do	do
Baker, Thomas	" 12 " 22	1869	England	Eagle.....	do
Bainard, C. H.....	" 8 " 19	1867	Canada	West Lorne..	do
Baker, C. W.....	" 10 " 12	1869	do	do	do
Baird, David.....	Bismark	1875	do	do	Cabinet Maker and Undertaker.
Battel, John.....	Con. 2 " 22	1853	do	Crinnan.....	Farmer.
Buchan, Daniel	" 13 " C	1850	do	Aldborough..	do
Clark, James	" 12 " 22	1875	England	Eagle.. ...	do
Carmichael, Duncan	" 7 " 19	1870	Scotland	West Lorne.	do
Churcher, Walter ..	" 8 " 24	1873	England	do	do
Currie, Donald.....	" 1 " 21	1850	Scotland	Crinnan.....	do
Cadogan, Walter ...	" 1 " 17	1865	Canada.....	do	do
Campbell, D. J....	" 13 " 13	1849	do	Eagle.....	Lumberman.
Clark, William	" 9 " 19	1869	do	West Lorne..	Farmer and Blacksmith.
Colquhoun, Angus..	" A " 3	1862	Scotland	Clachan.....	Farmer.
Dingman, H. S....	" 9 " 20	1872	Canada	West Lorne..	Farmer and Stock Riser.
Dundass, Finlay ...	" 7 " 7	1875	do	Rodney	Farmer.
Easton, John.....	Bismarck.	1869	do	West Lorne..	Mason.
Freeman, D. B.....	Con. 9 " 12	1862	do	do	Farmer.
Ford, Norman	" 12 " B	1827	do	Clearsville...	do
Frederick, C. F....	Rodney.	1873	do	Rodney	Blacksmith.
Gillies, Colin.....	Bismarck.	1844	do	West Lorne..	Merchant.
Grafton, James.....	Con.11 " 20	1868	do	do	Farmer.
Gross, George.....	" 10 " 15	1852	Germany.....	do	do
Graham, Donald ...	" 2 Gore Lot.	1856	Scotland	Crinnan.....	do
Holland Richard...	" 11 Lot 22	1855	England	West Lorne..	Farmer and Stock Raiser.
Hookway, William..	" 9 " 14	1866	do	do	Farmer.
Howse, Barnam....	" 8 " 20	1861	Canada	do	Farmer and Councillor.
Hall, Thomas J....	Bismarck.	1875	England	do	Painter.
Hunter, John.....	New Glasgow.	1872	Scotland	Aldborough..	Blacksmith.
Humphrey, A.....	Rodney.	1864	United States..	Rodney	Lumber Dealer and P. M.
Jamieson. Robert...	Con. 4 " 24	1856	Scotland	West Lorne..	Farmer.
Johnson, Duncan M.	" A " 22	1851	do	Crinnan.....	do
Johnson, Angus....	" 1 " 15	1850	do	Wardsville..	do
Johnson, John.....	" 3 " 20	1874	Canada	Crinnan....	do
Jennings, Charles ..	" 3 " A	1874	England	Clachan.....	Carpenter and P. M.
Kirkparick, Samuel	New Glasgow.	1844	Scotland	Aldborough..	Municipal Clerk.
Kirkpatrick, T. W..	Rodney.	1850	Canada	Rodney.....	Merchant and Deputy Reeve.
Kerr, Robert	Con 12 " 12	1827	Scotland	Eagle.....	Farmer.
Livingstone, Elijah.	" 7 " 22	1865	Canada	West Lorne..	do
Lemon, C. O.....	Bismarck.	1874	do	do	Grocer.
Livingston, John...	Rodney.	1834	do	Rodney.....	Proprietor Erie House.
Lamont, Alexander.	Con. 4 " 2	1843	Scotland	Clachan.....	Farmer.
Lindley, George....	" 3 " 1	1866	do	do	do
Lusty, R. S.....	Rodney.	1868	Canada	Rodney.....	Livery and Sale Stable.
McKillop, John....	Broken Front " 7		do	Wardsville ..	Farmer and Reeve.
Mowbray, Robert ..	Con 14 " 18	1833	Scotland	Eagle.....	Farmer and Lumberman,
McCallum, John ...	Bismarck.	1827	Canada	West Lorne..	Builder and Contractor.
McColl, Arc'd.....	"	1857	Scotland	do	Blacksmith.
McColl, Duncan....	Con. 4 " 19	1859	do	do	Farmer and Stock Raiser.
McKenzie, Kenneth.	Bismarck.	1848	do	do	Gen'l Merchandise & Liquor Dealer.
Martin, Joseph.....	Con.12 " 21	1864	Ireland	Eagle.....	Farmer and Hotel Proprietor.
Miller, Martin.....	Bismarck.	1873	Canada	West Lorne..	Waggon and Carriage Maker.
McKillop, Daniel ..	Con 12 Lot. 17	1818	Scotland	Eagle.....	Farmer.
McColl, Alexander .	" 7 " 21	1857	do	West Lorne..	do
McIntyre, Duncan..	" 2 " 21	1857	Scotland	Crinnan. ..	Tailor and P. M.
McMillan, R. S.....	" 1 " 21	1873	do	do	Cheese Maker.
McLean, James	" 1 " 21	1850	do	do	Farmer.
McColl, John.....	" 4 " 22	1856	do	West Lorne..	do
Mogg, John	" 2 " 24	1862	England	do	do
McCochren, Donald.	" 2 " 23	1856	Scotland	Crinnan.....	do
McColl, Donald	" 2 " 22	1860	do	West Lorne..	do
McEachren, Arch'd.	" 2 " 23	1850	do	Crinnan	do
McMurchie, John...	" 2 Gore Lot	1850	do	do	do
Matherson, John M.	" 1 Lot 24	1847	do	do	do
McLean, Archibald.	" 2 " 24	1854	do	do	do
McMillen, John P..	" A Gore Lot	1855	do	do	do
McLean, John.	" B Lot Z	1850	Canada	Strathburn ..	do
McMillan, John....	" 3 " 18	1856	Scotland	Crinnan.....	do
McMillan, Dugald..	" 1 " 18	1840	do	do	do
Milloy, John	" 1 " 19	1871	do	do	Minister Presbyterian Church.
Murray, J.	Bismarck.	1876	do	West Lorne..	Stave Factory.
Marden, W. S.....	Con. 8 " 18	1872	Canada	do	Manufacturer.
McCallum, John ...	" 4 " Y	1856	Scotland	do	Carpenter.
Mathews, John.....	" 9 " 19	1869	Canada	do	Cheese Maker.
Miller, Jacob	" 13 " 15	1866	Germany... ..	Eagle.....	Farmer.
MacColl, Alexander.	" 12 " 3	1847	Scotland	Aldborough .	do
Munro, Malcom G..	Wardsville.		Canada	Wardsville...	Merchant.
Morris, William....	Rodney.	1874	do	Rodney.....	Gen'l Merchant and Liquor Dealer.
Miller, Jacob.....	Con. 9 " 6	1870	do	do	Farmer.
McBride, James ...	" 10 " 7	1856	do	do	do
McTaggart, Arch'd .	Rodney.	1874	do	do	Carriage Maker and Blacksmith.
MacMillan, Edward.	Con. 4 " 3	1873	do	Wardsville...	Farmer and Councillor.
McGregor, Hugh.	" 5 " 3	1876	do	Rodney	Presbyterian Minister.
Munro, John M ..	" 12 " 6	1874	Scotland	Aldborough .	do
McLarty, Neil.....	" 3 " 3	1818	do	Clachan.....	Farmer.
McKay, Jacob	" 2 " 1	1871	Canada	do	do
O'Malley, Col. C. A.	" 1 " 16	1845	Ireland	Wardsville ..	Breeder Sholt Horn Cattle, &c.
Ostrander, E. H....	Rodney.	1857	Canada	Rodney	Physician.
Potts, Henry	Bismarck.	1873	do	West Lorne..	Tin and Stove Merchant.
Patterson James...	Con. 7 " 8	1854	Ireland	Rodney.....	Retired Gentleman.
Roome, A.	Bismarck.	1874	Canada	West Lorne..	Proprietor Southern Hotel.
Robertson, C.....	"	1856	Scotland	do	Veterinary Surgeon.
Rose, William.....	Con. 9 " 17	1857	Canada	do	Farmer and Stock Raiser.
Rose, F.	" 10 " 19	1876	do	do	Farmer.
Randle, George.....	" 2 " 13	1862	England	Wardsville ..	do
Switzer, E. H.....	Bismarck.	1875	Canada	West Lorne..	General Agent.
Schleihauf, J. C....	Con. 9 " 16	1853	Germany.....	Eagle.....	Lumberman.
Shaw, George.....	Eagle.	1876	Canada	do	Blacksmith.
Switzer, Wm.....	"	1813	do	do	Farmer and Hotel Keeper.
Shields, John.....	Con. 8 " 21	1855	do	West Lorne..	Farmer.
Spencer, Jabez.....	" 9 " 20	1875	England	do	do
Stewart, Dugald....	" A " 22	1851	Scotland	Crinnan.....	do
Stalker, Peter.....	" 2 " 21	1851	do	do	Farmer and Deputy Reeve.
Sellars, Alexander..	" 4 Lots Y Z	1860	do	West Lorne..	Farmer.
Schram, G. A.....	Bismarck.	1876	Canada	do	Methodist Minister.
Seelton, John H....	Con 13 Lot 5	1871	England	Aldborough .	Farmer.
Schleihauf, Philip..	" 11 " 3	1853	Germany.....	do	Farmer and Mill Owner.
Trigger, James.....	Bismarck.	1835	Canada	West Lorne..	Builder and Contractor.
Trigger, William...	Con. 7 " 18	1872	England	do	Farmer.

VILLAGE OF AYLMER.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Adams, C. W.	Talbot St.....	1820	United States..	Aylmer	Gentleman.
Bates, C.....	South St.....	1872	Canada	do	Pork Packer.
Bigg, E. M.	Talbot St.....	1874	do	do	High-School Teacher.
Brown, James.....	do	1815	United States..	do	Farmer and J. P.
Brown, H. J..... .	do	1874	Canada	do	Commercial Hotel.
Becker, John	Queen St.....	1874	do	do	Livery Stable.
Beckett, George....	Talbot St.....	1871	England	do	Peddlar.
Bingham & Son ...	do	1855	United States..	do	General Merchant.
Campbell, Wm.....	Victoria St..... ..	1856	Canada	do	Postmaster.
Clutton, J. J.....	Air Line Station....	1855	England	do	Steam Mill, lumber, staves, cheese [boxes, pails, &c.
Caverly, Eli.....	Talbot St.....	1865	Canada	do	Blacksmith and Constable.
Cropp, David	Gravel Road.....	1863	do	do	Blacksmith and Carriage-maker.
Campbell, Jno. G...	Talbot St.....	1873	do	do	Blacksmith.
Clutton, Samuel S..	Queen St.....	1673	do	do	Clothier.
Clarke, G. F. & C.W.	Talbot St.....	1863	do	do	Physicians, &c.
Dorling, Wm.....	Talbot St.....	1854	England	do	Merchant Tailor.
Davis, J. M.....	Pine St.....	1837	Canada	do	Farmer and Cheese Factory.
Davis, Loder.....	Con. 7. Lot 9	1818	do	do	Farmer and dealer in Stock.
Elgie, Robert.....	Talbot St.....	1876	England	do	Merchant Tailor.
Ellis, W. F.	do	1873	Canada	do	Barrister, &c.
Edgcombe, James...	South St.....	1872	England	do	Pork Packer.
Foote, Ezra..... ..	Cor Syd'm. & Gl. Rd.	1848	United States..	do	Physician.
Farthing, John.....	Talbot St.....	1867	England	do	General Grocery.
Faulds, Wm.	Cor Queen & Syd'm.	1840	do	do	Carriage Painter.
Garrett, James. ...	South St.....	1847	Canada	do	Banker and Broker.
Gundey, Bros.....	Talbot St.....	1870	England	do	Druggists, Jewelers & Stationers.
Gillet, John W	Water St.....	1867	do	do	Magistrate.
Goodfellow, Geo. W.	Talbot St.....	1873	do	do	Miller.
Hambridge, J. B....	Talbot St.....	1871	Canada	do	Baker and Confectioner.
Hutchinson, J. W...	do	1876	do	do	Marble Works.
Huffman, J.....	Town Hall.....	1876	do	do	Butcher.
Hays, J. A.....	Talbot St.	1875	do	do	General Insurance Agent.
Hill, E.	Wesley & South Sts.	1873	do	do	Gentleman.
Hodgkinson. Jos. G.	Talbot St.....	1875	do	do	Watchmaker and Jeweler.
Jaggar, W. H.....	Talbot St.....	1873	do	do	Commercial Traveller.
Johnston, C. W.....	do	1876	United States..	do	Proprietor Congress Hall.
Kerr, W. J.....	Talbot St.....	1868	Canada	do	Grocer.
Kensey, Wm.....	4th Avenue.	1875	do	do	Combination Matt business.
Lyon, W. M.	East St.....	1865	Canada	do	Accountant with Scott, Yorke & Co.
Lees, James.....	Talbot St.....	1875	do	do	Tailor.
Leeson, Moses.....	do	1872	England	do	Carriage Builder.
McCoy, Charles	Talbot St.....	1875	United States..	do	Tonsorial Artist.
McLay, P. W.....	Gravel Road.....	1870	Scotland	Aylmer	M. D.
Murray, Walter E...	Talbot St.....	1029	do	do	Conveyancer.
Marlatt, John	South St.....	1872	Canada	do	Pork Dealer.
McKenney, A.....	Talbot St.....	1873	do	do	Dentist.
McCausland & McKenzie, ...	do	1876	do	do	Merchants.
Moore, A. B.	do	1875	do	do	Cabinetmaker.
Mann, W. H.....	King & Sydenham .	1873	do	do	Foundryman.
Morrison, L. N....	Sydenham St.....	1875	do	do	Carriage Builder.
Mann, T. T.....	Talbot St	1858	do	do	Drugs, Medicines, Paints & Oils.
Monteith, W.....	do	1858	Ireland	do	Carriagemaker and Blacksmith.
Marshall, D.....	do	1874	England	do	General Grocery.
McCausland, J. A...	Sydenham St.....	1853	Canada	do	Auctioneer.
McCready, Wm....	Gravel Road.	1875	do	do	Butcher and Farmer. [kinds.
McCrae, H. F.. ...	King & Sydenham .	1876	do	do	Manuf. of Engines & machines of all
Nairn, T. M.	Air Line Station...	1851	Scotland	do	Agt. G. W. Ry and Village Reeve.
Northrup, Jas. J....	Talbot St.....	1874	Canada	do	Hardware & House furnishing goods
Newell, George	Sydenham St.....	1874	do	do	Blacksmith.
Newell, Wm. J.....	Pine St.....	1861	do	do	Carriage Builder.
Ogilvie, Ezekiel ...	South St.....	1872	N. B.....	do	Pork Packer.
Parkhurst, H. C. ...	Talbot St.....		England	do	Publisher " Paper."
Penwarden, George.	Talbot & Gravel R'd	1875	do	do	Proprietor Mansion House.
Price, Aaron.....	Talbot St	1845	Canada	do	Groceries.
Richardson, Peter..	Gravel Road.....	1874	England	do	Grain Dealer.
Rudolph, Henry ...	South St.....	1875	Germany.....	do	Cooper.
Rife & White.....	Talbot St	1876	Canada	do	General Groceries.
Stewart, Daniel....	do	1858	Scotland	do	Banker.
Sinclair, C.....	do	1875	Canada	do	Physician, &c.
Secord, A.....	do	1870	do	do	Harness-maker & dealer in Trunks.
Smith, M. Geo.	Wellington St.....	1860	England	do	Joiner and Builder.
Scott, Yorke & Co..	Sonth St.	1872	Canada	do	Elgin Pork House.
Scott, Enos.....	do	1873	do	do	Pork Dealer.
Smith, F. W.	Talbot St	1873	do	do	Proprietor Metropolitan Hotel.
Teeple, L. D.....	do	1838	do	do	Student-at-Law.
Samuel Trim.....	Con 7 lot 27.....	1873	England.....	do	Butcher.
Taylor, James	do	1870	Ireland	do	Boot and Shoemaker.
Wood, Alva	Water St.....	1873	do	do	Lumberman.
Wetheral, Charles .	Talbot St..... ...	1872	do	do	Cabinetmaker.
Wright & Allen....	do	1875	do	do	Tinsmiths.
White, John.....	do	1870	do	do	Dry Goods and Groceries.
White, Jonathan ...	do	1852	do	do	Grocer.
Wright, R. C.....	do	1862	England	do	Baker, &c.

BAYHAM TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O.ADDRDSS.	BUSINESS.
Anderson, P.A. & Co.	Straffordville	1814	Canada	Straffordville.	Merchants.
Arnold, John	Con. 4 Lot 3	1821	do	Calton	Farmer.
Best, Geo.	" 11 " 20	1824	United States	Tilsonburg	do
Brien, Benjamin	" 3 " 25	1856	Ireland	Vienna	do
Bell, Mrs. A. B.	" 4 " 5	1825	United States	do	do
Borbridge, John W.	" 9 " 5	1833	Ireland	Corinth	do
Best, Henry	" 10 " 8	1840	Canada	do	do
Best, Casper	" 10 " 9	1842	do	do	do
Best, F. A.	Corinth	1844	do	do	Merchant.
Bowes, Edwin	Con. 8 Lot 17	1854	do	Eden	Teacher.
Bilow, Michael	" 7 " 14	1854	do	Straffordville.	Farmer.
Connor, Isaac	Corinth	1856	Ireland	Corinth	Conveyancer.
Cook, Sylvester	Richmond	1816	Canada	Bayham P. O.	Hotel-keeper.
Caulfield, H.	Eden	1856	do	Eden	Cabinet-maker.
Crane, Wm.	Con. 9 Lot 1	1816	do	Corinth	Farmer.
Cook, H.	" 9 " 10	1828	do	do	Farmer and J. P.
Cook, A. L.	" 9 " 11	1836	do	do	do do
Dobbie, T. W.	" 10 " 15		do	Tilsonburg	Farmer, P. L. S. and Reeve.
Dobbie, Chas. T.	" 9 " 14	1838	do	do	Farmer.
Drake, Richard C.	Lake Road Lot 13	1875	do	Port Burwell.	do
Denton, John A.	Corinth	1851	do	Corinth	Hotel-keeper.
Donaldson, Robert	do	1871	Scotland	do	do
Dalrymple, Robert.	do	1866	Eng'and	do	Cabinet-maker.
Donahue, D.	do	1851	Canada	do	School Teacher.
Dean, Darius	Con. 9 Lot 14	1857	do	Eden	Farmer.
Firby, W. Walker	" 10 " 2	1844	do	Corinth	do
Fenn, William	" 10 " 13	1856	England	do	do
Ford, Thos. M.	" 9 " 8	1835	do	do	do
Ford, James	" 9 " 20	1850	do	Eden	do
Grey, Franklin	" 8 " 22	1848	United States	do	Farmer and Mill Owner.
Gilbert, H. W.	do	1857	England	do	Wagon and Carriage Maker.
Garnham, George	Con. 6 Lot 134	1838	Canada	Straffordville.	Farmer.
Gilbert, Isaac H.	" 3 " 19	1865	do	Vienna	do
Grey, A.	St" 9 " 21	1822	do	Eden	do
Haukinson, Francis	raffordville	1850	do	Straffordville.	School Teacher.
Hoagg, W. C.	do	1848	United States	do	Merchant.
Hubbard, C H.	do	1854	Canada	do	Hotel-keeper.
Hooper, G. W.	do	1876	do	do	Carriage Builder.
Hunt, John	Con. 4 Lot 24	1852	do	Vienna	Farmer.
Howey, Samuel	" 8 " 21	1834	do	Eden	do
Hatch, David	N. Talbot st. lot 120	1814	do	Straffordville.	do
Heardman, Mrs. S. J	Con. 8 Lot 6	1856	do	Bayham P. O.	Land Owner.
Hatch, Levi	" 7 " 119	1814	do	Straffordville.	Farmer.
Hayward, Isaac	Con. 10 " 11	1860	United States	Corinth	Farmer.
Howey, Wm.	N. Gore Lot 18	1818	Canada	Eden	do
Jones, J. S.	Straffordville	1837	do	Straffordville.	Municipal Clerk.
Johnston, M. Miss	Con. 2 Lot 15	1855	do	Vienna	Teacher.
Kennedy, William	" 8 " 15	1854	Ireland	Eden	Farmer.
Ketchabaw, John	" 8 " 15	1841	Canada	Straffordville.	Tanner and Farmer.
Kerr, Noble L.	" 9 " 12	1851	do	Corinth	Farmer.
Laing, George	Richmond	1845	United States	Bayham P. O	Merchant and J. P.
Lundy, Homer	Con. 8 Lot 22	1839	Canada	Eden	Farmer.
Light, Lazarus	" 3 " 14	1836	England	Vienna	Mason and Bricklayer.
Lamond, Arch'd	" 8 " 23	1838	Canada	Eden	Farmer.
Meston, Arch'd	Straffordville	1869	Scotland	Straffordville.	Merchant.
McCollom, W. H.	do	1858	Canada	do	Carriage Maker.
Mann, P. M.	Richmond	1832	do	Bayham P. O.	M. D.
Moore, William	Corinth	1843	do	Corinth	Merchant and Postmaster. [Maker.
Marr, Guilford	do	1852	do	do	Grain and Produce Merchant, Brick
Marlatt, Geo. A.	Con. 3 Lot 6	1835	do	Vienna	Farmer.
Mitchell, W. A.	" 7 " 118	1816	do	Straffordville.	do
Moore, Soloman	" 6 " 109	1837	do	Bayham P. O.	do
McQueen, Alex.	" 6 " 131	1863	do	Straffordville.	do
McCurdy, Lyndes	" 4 " 1	1832	United States	Calton	do
McCurdy Richard	" 2 " 23	1830	do	Vienna	Farmer and Lumberman.
McKinnon, Angus L	" 3 " 3	1848	Scotland	do	Farmer.
McDiarmid, Duncan	" 1 " 26	1840	England	Port Burwell.	Farmer and J. P.
Newills, Richard	" 1 " 21	1860	Canada	do	Farmer.
Neff, Cornelius	" 10 " 10	1838	do	Corinth	do
Norton, Joseph	" 9 " 16	1833	United States	Eden	do
Purdy, W. B.	Straffordville	1875	Canada	Straffordville.	Shoemaker.
Procunier, Geo.	Con. 7 Lot 114	1846	do	Bayham	Farmer and Mill Owner.
Pillmon, W.	" 6 lot 110&111	1859	England	do	Farmer and Bailiff.
Rickwood, James G	Corinth	1871	do	Corinth	Blacksmith.
Russling, Joseph	Con. 4 Lot 6	1855	Canada	Port Burwell.	Farmer and Fruit Grower.
Smuck, W. R.	Straffordville	1868	do	Straffordville.	P. M. and proprietor Ontario House
Stratton, Henry	Con. 5 Lot 10	1846	England	Vienna	Farmer. Deputy Reeve.
Saunders, M. N.	" 7 " 116	1826	Canada	Straffordville.	Township Treasurer.
Soper, Edward	" 3 " 11	1849	do	Vienna	Farmer.
Tompkins, George	" 5 " 8	1851	United States	Bayham P. O.	do
Timpany, B. J.	" 4 " 1	1837	Canada	Vienna	do
Turnbull, James	" 10 " 14	1858	Scotland	Tilsonburg	do
Weaver, E. A.	" 9 " 13	1856	Canada	Corinth	do
Weaver, Thomas	" 10 " 6	1857	do	do	do
Wilson, John	" 8 " 16	1861	England	Eden	do
Vanamburgh, J. M.	" 1 " 4	1821	Canada	Port Burwell.	do

SOUTH DORCHESTER TOWNSHIP.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Adams, Thomas	Con 12 Lot 12	1850	Canada	Aylmer	Farmer, Ag't Agricul. Implements.
Atkins, J.	" 12 " 9	1869	do	Springfield	Farmer.
Brown, W. H.	" 11 " 21	1851	do	Mapleton	Farmer and Tp. Reeve.
Bentley, R. S.	" 12 " 21	1847	do	Kingsmill	Farmer.
Clunas, John	" 11 " 8	1853	do	Springfield	do
Cline, Nelson	" 11 " 13	1851	do	Lyons	do
Charlton, W. H.	" 12 " 23	1866	do	Mapleton	do
Charlton, Peter	" 11 " 5	1854	do	Springfield	do
Dance, J. C.	" 12 " 19	1855	do	Kingsmill	do
Dynes, John	Main street.	1873	do	Sprinsfield	Proprietor Commercial Hotel.
Empey, Adam	Con 12 " B	1855	do	do	Farmer.
Ferguson, Peter	" 9 " 9	1843	Scotland	Avon	do
Gostick, John	" 11 " 22	1868	England	Mapleton	do
Grawburg, J. D.	" 10 " 16	1860	United States	Lyons	do
Gunn, John	" 11 " 6	1845	Canada	Springfield	do
Graves, W. H.	Springfield.	1859	do	do	Merchant and P. M.
Hoover, Alexander	" 12 " 2	1874	do	do	Farmer.
Jackson, David	Springfield.	1876	do	do	Hotel proprietor
Learn, Andrew M.	" 8 " 19	1842	do	Belmont	Farmer.
McGregor, Thos.	Con 10 Lot 22	1851	Scotland	Belmont	do
Nigh, George	Con 12 " 5	1863	Canada	Springfield	Farmer.
Nesbitt, Joseph	" 12 " 3	1843	Ireland	do	do
Nichol Bros.	Belmont.	1866	do	Belm't& Spr'd	Flax Millers.
Nugent, Wm. Thos.	do	1866	Canada	Belmont	Merchant and J. P.
Neff, Peter J.	Con 10 " B	1833	do	Springfield	Farmer.
Orris, Wm.	" 10 " 8	1856	England	Lyons	do
Prichard, Wm.	" 12 " 7	1846	Canada	Springfield	Farmer and Dairyman.
Roberts, Henry	" 9 " 16	1840	Scotland	Lyons	Farmer.
Simpson, Lewis	" 7 " 24	1863	Canada	Belmont	do
Simpson, John W.	" 11 " 15	1869	do	Lyons	do
Smith, David	" 10 " 20	1844	United States	Belmont	do
Smith, Oliver	" 8 " 7	1855	do	Avon	Farmer and M. D.
Stewart, A.	" 7 " 18	1843	Scotland	Belmont	Farmer.
Troughton, John	" 12 " 18	1865	England	Kingsmill	do
Warwick, James	" 12 " 22	1831	Canada	Mapleton	do
Wood, H. L.	Lyons.	1875	do	Lyons	Hotel Proprietor.
Woodworth, M. G.	Belmont.	1856	do	Belmont	do do
Watson, Robert	Con 7 " 22	1876	do	do	Farmer.
Young, Joseph	" 9 " 7	1874	Canada	Avon	do

VILLAGE QB PORT BURWELL.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Adams, John Q	Victoria East	1854	United States	Port Burwell.	Gentleman.
Burwell, L	Beachwood	1842	Canada	do	Yeoman and ex-M. P.
Barber, F	Union St.	1873	England	do	House and Sign Painter.
Backhouse, W	Erieus St.	1866	Canada	do	Commission Merchant.
Carew, R.	Robinson St	1866	do	do	Shoemaker.
Dunham, E. A	Erieus St.	1861	do	do	Collector of Customs.
Foster, D. M	Wellington St	1870	do	do	Plaster and Planing Mill.
Griffin, H. F.	Victoria East	1874	England	do	Regular Baptist Minister.
Hollywood, T. L.	Cor. Robinson & Wellington	1875	Canada	do	Proprietor Commercial Hotel.
Hamilton, Wm. H.	Erieus St.	1853	United States	do	Vessel Owner.
Leybourne, S	Cor. Robinson & Gravel Road	1864	England	do	Butcher.
McCollom, C. J.	Cor. Pitt & Robinson	1872	Canada	Port Burwell	[Tel. Co. General Druggist and Agt. Montreal
McBride, Alex	Robinson St	1852	Scotland	do	Vessel Owner.
Nelles, C. E	Robinson St	1876	Canada	do	Harness Maker.
Pierce, Lewis	Pit St.	1866	do	do	Livery Stable.
Pilcher, T.	do	1850	do	do	Postmaster.
Raymond, G.	Robinson St.	1868	do	do	Gentleman.
Schulte, J., D. D	Erieus St.	1867	Germany	do	Rector Trinity Church.
Smith, John.	Robinson St.	1855	Ireland	do	Ex-Farmer. [Owners.
Youell, W. & Co	do	1857	do	do	Merchants, Millers, Ship Builders &
Tripp, J. W	Erieus St.	1864	Canada	do	M. D.
Woodworth, S. C.	Victoria East	1873	do	do	Principal of Public School.

VILLAGE OF PORT STANLEY.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. ADDRESS	BUSINESS.
Bostwick, J. R.....	Elgin St	1820	Canada	Port Stanley.	Mun. Clerk, Notary Public and Commissioner in B. R.
Baikie, James P....	Erie St.....	1872	do	do	Minister of Presbyterian Church.
Broderick Bros.	Talbot St	1876	England	St. Thomas..	Merchants.
Cole & Loyd	do	1836	do	do	Proprietors Hutchinson House.
Drake, A. A.	.....	1846	Canada	do	Livery.
Ellison, John	Erie St.....	1816	do	Port Stanley..	Contractor and Village Reeve.
Edgecombe, Rich'd G	Colburne St		do	do	Carriage Manufacturer. [Pt. Stanley.
Fraser, William....	Port Stanley.....	1870	Scotland	do	Con.L.&P S.Ry,& Prop.Fraser House,
Hepburn, Andrew..	do	1847	do	do	Builder and Contractor.
Hauratly, J. J.	Talbot St	1876	Ireland	St. Thomas...	Merchant.
Ketchum, Marvin ..	Cor. George & Water Sts	1827	Canada	Port Stanley..	Proprietor Sandusky Hotel.
Lilly, J.....	Talbot St	1876	do	St. Thomas..	Grocer.
Lambert, James....	Cor. Talbot & William Sts	1863	do	do	Proprietor Lambert House.
McColl, N. S	Main St.....		do	Port Stanley..	Proprietor Batt's Hotel. [duce.
Mitchell, Joseph ...	George St	1852	Ireland	do	Gen'l Ins. Agent and Dealer in Pro-
Martin, Samuel	Cor. William & Talbot Sts	1840	Canada	St. Thomas..	Proprietor St. Thomas House.
Payne, Manuel	Main St	1859	Canada	Port Stanley.	P.M. Mont'l Tel. Office. Gen'l Agent.
Payne & Waddell ..	Talbot St	1855	New York	do	General Grocer.
Roadnight, Charles.	Cor. Talbot & Metcalf Sts	1873	England	St. Thomas..	Proprietor Commercial Hotel.
Shephard, Samuel..	Main St	1848	Canada	Port Stanley.	Grain Merchant
Sweeny, John	do	1851	England	do	Proprietor Russell House.
Soliman, John	.....	1836	Canada	do	Contractor.
Stacy, Tucker & Wright	Cor. St. Cathaiine & Lawrence Sts....	1844	England	St. Thomas..	Founders and Machinists.
Shaw, S. H	Talbot St	1867	New York	do	Proprietor Criterion Restaurant.
Thompson, John L.	Batt's Hotel		Canada	Port Stanley..	Carriage Maker.
Thompson, I. H....	Talbot St	1873	do	St. Thomas	Dealer in Flour and Feed.
Walker, G. J. & Co.	do	1866	Ireland	St. Thomas & Aylmer	Gen'l Hardware, St. Thomas & Aylmer.
Weldon, William ..	do	1851	do	St. Thomas..	General Grocer.

W.E. LINDOP. PHOTOGRAPHER.

I am dear
yours
D Dzark
Mayor

W.E. LINDOP. PHOTOGRAPHER.

James Trusty
Chas. Macdougall

W.E. LINDOP. PHOTOGRAPHER.

Yours respectfully
A. McLachlin

ELGIN
COUNTY COURT HOUSE
St THOMAS ONT.

C. J. DYER DEL

DOMINION OF CANADA

(WESTERN SHEET)

SCALE OF MILES—30 TO AN INCH.

ONTARIO

QUEBEC

LAKE SUPERIOR

LAKE HURON

LAKE ERIE

LAKE ONTARIO

GEORGIAN BAY

MANITOULIN

ALGOMA

NORTH CHANNEL

GREY

BRUCE

HURON

PERTH

WATERLOO

WELLINGTON

WENTWORTH

HALTON

PEEL

YORK

ONTARIO

DURHAM

NORTHUMBERLAND

PRINCE EDWARD

LENNOX

ADDINGTON

FRONTENAC

LANARK

RENFREW

PONTIAC

OTTAWA

TEMISCAMINGUE

NIPISSING

FREE GRANT LANDS

MUSKOKA

PARRY SOUND

HASTINGS

PETERBORO

VICTORIA

SIMCOE

DUFFERIN

WELLAND

LINCOLN

NIAGARA

HAMILTON

BRANT

OXFORD

MIDDLESEX

ELGIN

KENT

ESSEX

LAMBTON

HURON

BRUCE

GREY

MONTMORENCI

CHARLEVOIX

CHAMPLAIN

PORTNEUF

QUEBEC

MEGANTIC

ST MAURICE

MASKINONGE

BERTHIER

MONTCALM

JOLIETTE

TERREBONNE

ARGENTEUIL

OTTAWA

PONTIAC

TEMISCOUATA

RIMOUSKI

KAMOURASKA

L'ISLET

DORCHESTER

BELLECHASE

LEVIS

LOTBINIERE

MEGANTIC

ARTHABASKA

DRUMMOND

WOLFE

BEAUCE

RICHMOND

SHEFFORD

STANSTEAD

COMPTON

WOBURN

ST FRANCIS

BEAUHARNOIS

CHATEAUGUAY

HUNTINGDON

NAPIERVILLE

VAUDREUIL

SOULANGES

PRESCOTT

RUSSELL

CARLETON

GLENGARRY

STORMONT

DUNDAS

GRENVILLE

LEEDS

LANARK

RENFREW

ALGOMA

NIPISSING

TEMISCAMINGUE

ABITIBI

MATTAWAN

PONTIAC

OTTAWA

ST LAWRENCE

FRANKLIN

CLINTON

ESSEX

ORLEANS

CALEDONIA

WASHINGTON

ORANGE

ADDISON

CHITTENDEN

LAMOILLE

ORLEANS

ESSEX

GRAFTON

CUMBERLAND

YORK

ANDROSCOGGIN

OXFORD

KENNEBEC

SAGADAHOC

LINCOLN

WALDO

PENOBSCOT

PISCATAQUIS

SOMERSET

FRANKLIN

HANCOCK

WASHINGTON

AROOSTOOK

CARIBOU

MADAWASKA

VICTORIA

RESTIGOUCHE

GLOUCESTER

NORTHUMBERLAND

KENT

WESTMORLAND

ALBERT

SUNBURY

QUEENS

YORK

CARLETON

VICTORIA

MADAWASKA

ARAGUAY

TEMISCOUATA

RIMOUSKI

KAMOURASKA

L'ISLET

DORCHESTER

BELLECHASE

LEVIS

LOTBINIERE

MEGANTIC

ARTHABASKA

DRUMMOND

WOLFE

BEAUCE

RICHMOND

SHEFFORD

STANSTEAD

COMPTON

WOBURN

ST FRANCIS

BEAUHARNOIS

CHATEAUGUAY

HUNTINGDON

NAPIERVILLE

VAUDREUIL

SOULANGES

PRESCOTT

RUSSELL

CARLETON

GLENGARRY

STORMONT

DUNDAS

GRENVILLE

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LANARK

RENFREW

ALGOMA

NIPISSING

TEMISCAMINGUE

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LAMOILLE

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ESSEX

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CUMBERLAND

YORK

ANDROSCOGGIN

OXFORD

KENNEBEC

SAGADAHOC

LINCOLN

WALDO

PENOBSCOT

PISCATAQUIS

SOMERSET

FRANKLIN

HANCOCK

WASHINGTON

AROOSTOOK

CARIBOU

MADAWASKA

VICTORIA

RESTIGOUCHE

GLOUCESTER

NORTHUMBERLAND

KENT

WESTMORLAND

ALBERT

SUNBURY

QUEENS

YORK

CARLETON

VICTORIA

MADAWASKA

ARAGUAY

Lake Superior

Lake Huron

Lake Erie

Lake Ontario

Georgian Bay

Manitoulin

Algoma

North Channel

Grey

Bruce

Huron

Perth

Waterloo

Wellington

Wentworth

Halton

Peel

York

Ontario

Durham

Northumberland

Prince Edward

Lennox

Addington

Frontenac

Lanark

Renfrew

Pontiac

Ottawa

Temiscamingue

Nipissing

Free Grant Lands

Muskoka

Parry Sound

Hastings

Peterboro

Victoria

Simcoe

Dufferin

Welland

Lincoln

Niagara

Hamilton

Brant

Oxford

Middlesex

Elgin

Kent

Essex

Lambton

Huron

Bruce

Grey

Montmorenci

Charlevoix

Champlain

Portneuf

Quebec

Megantic

St Maurice

Maskinonge

Berthier

Montcalm

Joliette

Terrebonne

Argenteuil

Ottawa

Pontiac

Temiscouata

Rimouski

Kamouraska

L'Islet

Dorchester

Bellechasse

Levis

Lotbiniere

Megantic

Arthabaska

Drummond

Wolfe

Beauce

Richmond

Shefford

Stanstead

Compton

Wolfe

St Francis

Beauharnois

Chateauguay

Huntingdon

Napierville

Vaudreuil

Soulanges

Prescott

Russell

Carleton

Glengarry

Stormont

Dundas

Grenville

Leeds

Lanark

Renfrew

Algoma

Nipissing

Temiscamingue

Abitibi

Mattawan

Pontiac

Ottawa

St Lawrence

Franklin

Clinton

Essex

Orleans

Caledonia

Washington

Orange

Addison

Chittenden

Lamoille

Orleans

Essex

Grafton

Cumberland

York

Androscoggin

Oxford

Kennebec

Sagadahoc

Lincoln

Waldo

Penobscot

Piscataquis

Somerset

Franklin

Hancock

Washington

Aroostook

Caribou

Madawaska

Victoria

Restigouche

Gloucester

Northumberland

Kent

Westmorland

Albert

Sunbury

Queens

York

Carleton

Victoria

Madawaska

Araguay

Lake Temiscaming

Lake Nipissing

Lake Timagami

Lake Temiscamingue

Lake Kippewa

Lac les Quinzes

Grand Lake

Lake Memphremagog

Lake Champlain

Lake Winnipiseogee

Lake Umbagog

Lake Megantic

Lake Aylmer

Lake Metgermette

Lake St John

Lake Kenogami

Lake Chicoutimi

Lake Edward

Lake St Francis

Lake Temiscouata

Lake Pohenegamook

Lake Squatteck

Lake Cheputnecook

Lake Chamcook

Lake Utopia

Lake Oromocto

Lake Washademoak

Lake Grand

Lake Utopia

Lake Magaguadavic

Lake Scoodic

Lake Mattawamkeag

Lake Chesuncook

Lake Moosehead

Lake Sebec

Lake Wassataquoik

Lake Pemadumcook

Lake Millinocket

Lake Chamberlain

Lake Telos

Lake Webster

Lake Umbazooksus

Lake Chesuncook

Lake Caucomgomoc

Lake Allagash

Lake Eagle

Lake Long

Lake Square

Lake Pleasant

Lake Temiscouata

Lake Pohenegamook

Lake Squatteck

Lake Cheputnecook

Lake Chamcook

Lake Utopia

Lake Oromocto

Lake Washademoak

Lake Grand

Lake Utopia

Lake Magaguadavic

Lake Scoodic

Lake Mattawamkeag

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Lake Telos

Lake Webster

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Lake Chesuncook

Lake Caucomgomoc

Lake Allagash

Lake Eagle

Lake Long

Lake Square

Lake Pleasant

Portage

Sowowaminicaw

Lake Temiscaming

Lake Nipissing

Lake Timagami

Lake Temiscamingue

Lake Kippewa

Lac les Quinzes

Grand Lake

Lake Memphremagog

Lake Champlain

Lake Winnipiseogee

Lake Umbagog

Lake Megantic

Lake Aylmer

Lake Metgermette

Lake St John

Lake Kenogami

Lake Chicoutimi

Lake Edward

Lake St Francis

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Lake Millinocket

Lake Chamberlain

Lake Telos

Lake Webster

Lake Umbazooksus

Lake Chesuncook

Lake Caucomgomoc

Lake Allagash

Lake Eagle

Lake Long

Lake Square

Lake Pleasant

Portage

Sowowaminicaw

Michipicoten

Cape Gargantua

Batchewaunaung B.

Mica B.

Copper Mine

Montreal R.

Mud L.

Sault de St Marie

St Josephs Island

St Martins

Mackinaw I.

Bois Blanc

Duncan

Hammond

Presque Isle

Cheboygan

Cottonwood

Alpena

Fremont

Harrisonville

Au Sable

Tawas City

Au Gres

Alcona

Sturgeon B.

Saginaw B.

Saginaw

Midland

Wenona

Bay City

Tuscola

Lapeer

Owosso

Corunna

Flint

Milwaukee

Detroit

Windsor

Sandwich

Amherstburg

Malden

Tecumseh

Monroe

Toledo

Ohio

Erie

Buffalo

Niagara

Lockport

Albion

Batavia

Rochester

Wayne

Monroe

Livingston

Ontario

Yates

Steuben

Allegany

Cattaraugus

Chautauqua

Dunkirk

Broctons

Jamestown

Cuba

Hornellsville

Corning

Painted Post

Elmira

Chemung

Tioga

Tompkins

Cortland

Onondaga

Oswego

Cayuga

Seneca

Wyoming

Genesee

Orleans

Niagara

Erie

Chautauqua

Warren

Oswego

Jefferson

Lewis

St Lawrence

Franklin

Clinton

Essex

Herkimer

Oneida

Madison

Chenango

Broome

Delaware

Otsego

Schoharie

Albany

Rensselaer

Columbia

Greene

Ulster

Sullivan

Orange

Rockland

Putnam

Dutchess

Westchester

Bronx

New York

Kings

Queens

Richmond

Suffolk

Nassau

Hudson

Bergen

Passaic

Essex

Hudson

Union

Middlesex

Monmouth

Ocean

Burlington

Camden

Gloucester

Salem

Cumberland

Atlantic

Cape May

Hunterdon

Warren

Sussex

Morris

Somerset

Mercer

Bucks

Montgomery

Philadelphia

Delaware

Chester

Lancaster

York

Adams

Cumberland

Perry

Dauphin

Lebanon

Berks

Schuylkill

Northumberland

Columbia

Luzerne

Lackawanna

Wayne

Pike

Monroe

Carbon

Lehigh

Northampton

Yours Truly
J. W. Dobbie

Yours faithfully
L. Burwell

W. Harvey

Geo. Duffield

Yours truly
J. M. Nairn

RESIDENCE OF D. DRAKE.
WELLINGTON ST. ST: THOMAS, ONT.

RESIDENCE OF J. N. VAN AMBURGH.
CON I LOT 5 BAYHAM TOWNSHIP. COUNTY OF ELGIN.

DOMINION OF CANADA

(EASTERN SHEET)

SCALE OF MILES — 30 TO AN INCH.

CANADIAN CHANNEL

ISLAND OF ANTICOSTI

GULF OF ST LAWRENCE

RIVER ST LAWRENCE

NEWFOUNDLAND

PRINCE EDWARD Id.

CAPE BRETON ISLAND

BAY OF FUNDY

MAGDALEN ISLANDS

QUEBEC

ONTARIO

NEW BRUNSWICK

NOVA SCOTIA

CHICOUTIMI

SAGUENAY

MONTMORENCY

QUEBEC

PORTNEUF

CHAMPLAIN

ST MAURICE

MEGANTIC

BEAUCE

DRUMMOND

WOLFE

ARTHABASKA

RICHMOND

SHEFFORD

STANSTEAD

COMPTON

PONTIAC

TEMISCOUATA

RESTIGOUCHE

GLOUCESTER

NORTHUMBERLAND

KENT

WESTMORLAND

ALBERT

CUMBERLAND

QUEENS

SUNBURY

YORK

CARLETON

VICTORIA

RESTIGOUCHE

GASPE

BONAVENTURE

PERCE

MAGDALEN ISLANDS

ANTICOSTI

CHARLEVOIX

KAMOURASKA

RIMOUSKI

TEMISCOUATA

LOTBINIERE

MEGANTIC

BEAUCE

DORCHESTER

WESTMORLAND

ALBERT

CUMBERLAND

COLCHESTER

PICTOU

ANTIGONISH

GUYSBOROUGH

HALIFAX

KINGS

ANNAPOLIS

DIGBY

QUEENS

LUNENBURG

SHELBURNE

YARMOUTH

ARGYLE

RICHMOND

INVERNESS

VICTORIA

CAPE BRETON

ST JOHNS

IBERVILLE

LAPRAIRIE

CHAMBLY

VERCHERES

TERREBONNE

JACQUES CARTIER

MONTREAL

HOCHELAGA

LAVAL

TWO MOUNTAINS

ARGENTEUIL

PONTIAC

HULL

OTTAWA

PRESCOTT

RUSSELL

GLENGARRY

STORMONT

DUNDAS

GRENVILLE

LEEDS

LANARK

RENFREW

FRONTENAC

LENNOX

ADDINGTON

PRINCE EDWARD

HASTINGS

NORTHUMBERLAND

DURHAM

ONTARIO

PETERBORO

VICTORIA

HALIBURTON

SIMCOE

YORK

PEEL

HALTON

WENTWORTH

LINCOLN

WELLAND

NORFOLK

HAMILTON

BRANT

WATERLOO

WELLINGTON

GREY

BRUCE

HURON

PERTH

OXFORD

MIDDLESEX

ELGIN

KENT

ESSEX

LAMBTON

MONTMAGNY

L'ISLET

KAMOURASKA

RIMOUSKI

TEMISCOUATA

RESTIGOUCHE

GASPE

BONAVENTURE

PERCE

MAGDALEN ISLANDS

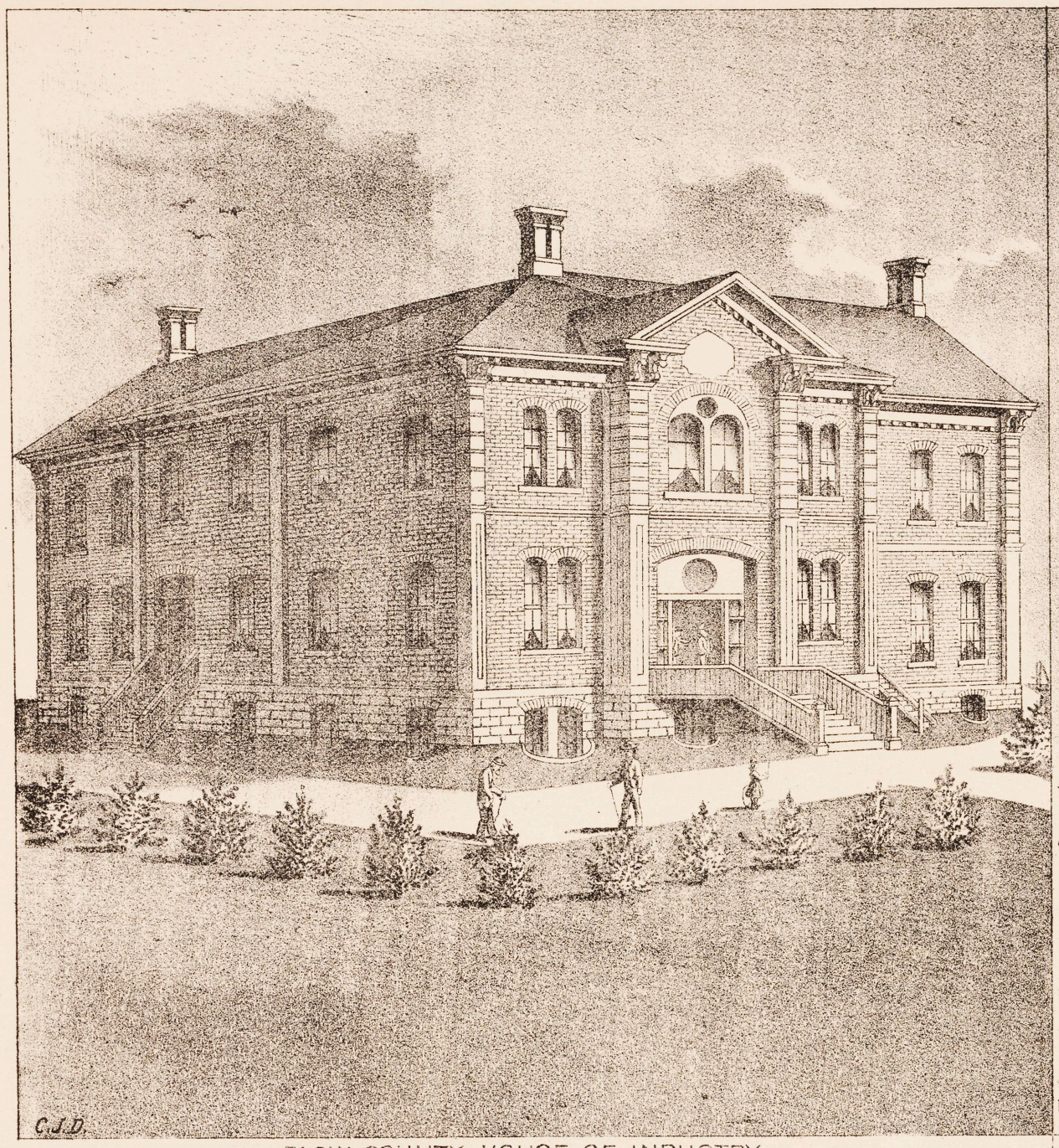
ANTICOSTI

CHARLEVOIX

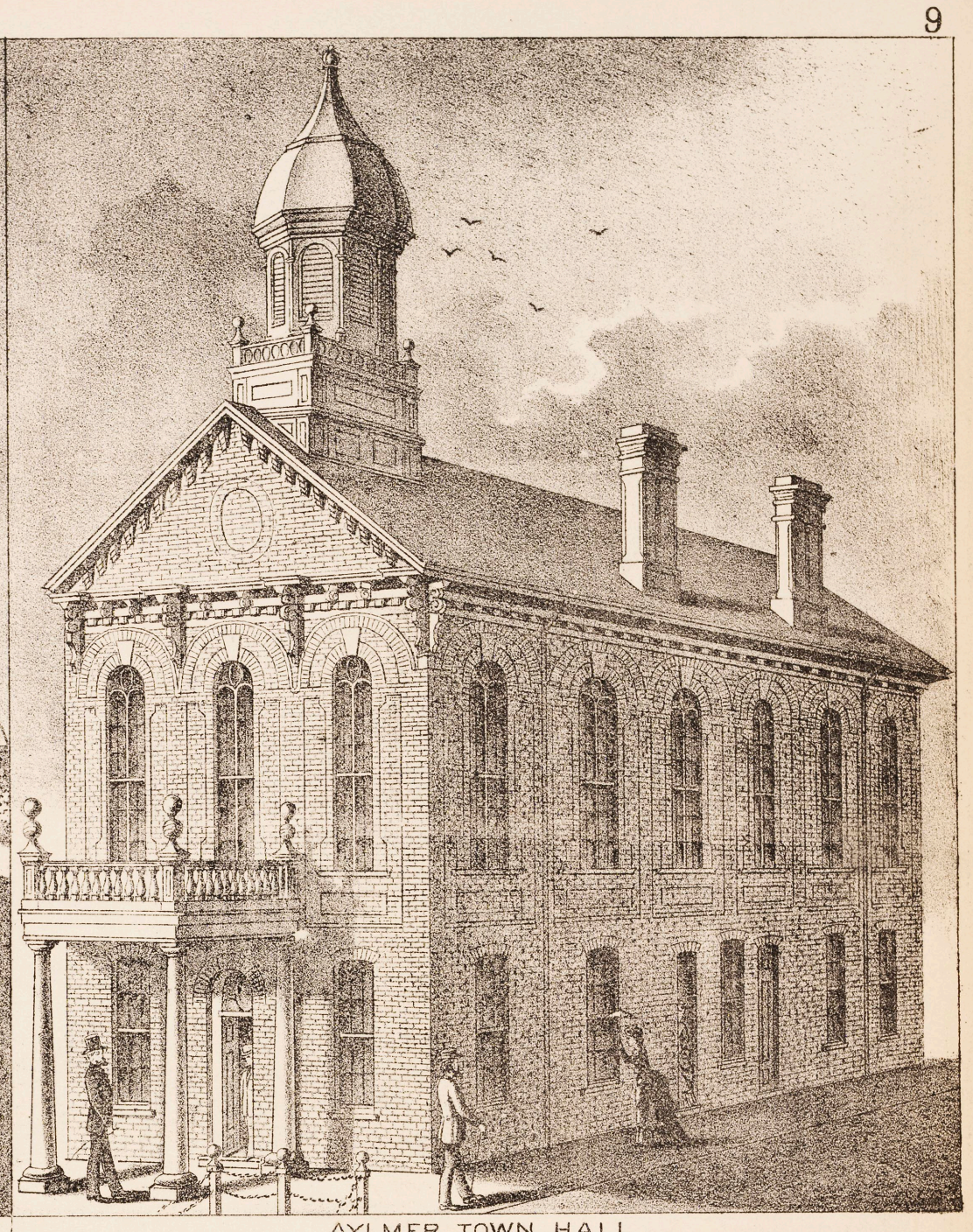
SAGUENAY

CHICOUTIMI

RES OF GEORGE. E. CASEY. M.P.
LOT 27 TALBOT ST, SOUTHWOLD TOWNSHIP, COUNTY OF ELGIN,



ELGIN COUNTY HOUSE OF INDUSTRY.



AYLMER TOWN HALL.

RESIDENCE OF JOHN BENNER.
CONCESSION 4 LOT 20 TOWNSHIP OF MALAHIDE.
CO OF ELGIN. ONT.

RAIL ROAD MAP OF THE UNITED STATES.

BY H.H. LLOYD & CO. N.Y.

Scale 1:3,168,000 or 50 Miles

WASHINGTON TERRITORY

OREGON

CALIFORNIA

NEVADA

IDAHO TERRITORY

MONTANA

WYOMING

UTAH

COLORADO

NEW MEXICO

ARIZONA

LOWER CALIFORNIA

SONORA

CHIHUAHUA

COAHUILA

NUEVO LEON

MEXICO

INDIAN TERRITORY

TEXAS

NEBRASKA

KANSAS

DAKOTA

MINNESOTA

IOWA

MISSOURI

ARKANSAS

LOUISIANA

WISCONSIN

ILLINOIS

MICHIGAN

INDIANA

OHIO

KENTUCKY

TENNESSEE

MISSISSIPPI

ALABAMA

GEORGIA

FLORIDA

SOUTH CAROLINA

NORTH CAROLINA

VIRGINIA

WEST VIRGINIA

PENNSYLVANIA

NEW YORK

MAINE

NEW BRUNSWICK

CANADA

LAKE OF THE WOODS

RAINY LAKE

L. SUPERIOR

L. MICHIGAN

L. HURON

L. ERIE

L. ONTARIO

PACIFIC OCEAN

ATLANTIC OCEAN

GULF OF MEXICO

Bahama Islands

Blackfeet Indians

MANITOBA

WINNIPEG

MOOSE

QUEBEC

Rocky Mountains

Mississippi R.

Missouri R.

Columbia R.

Colorado R.

Rio Grande

Red R.

Arkansas R.

Ohio R.

Hudson R.

St. Lawrence R.

Salt Lake City

Denver

Santa Fe

Chicago

St. Louis

New Orleans

Washington

Baltimore

Philadelphia

New York

Boston

Montreal

Quebec

Toronto

Buffalo

Cincinnati

Pittsburgh

Charleston

Savannah

Mobile

Vicksburg

Memphis

Nashville

Louisville

Detroit

Milwaukee

Minneapolis

St. Paul

Omaha

Galveston

Austin

Houston

San Francisco

Sacramento

Portland

Seattle

San Diego

Los Angeles

Tucson

Havana

Nassau

Cape Canaveral

Tampa Bay

Key West

Cape Hatteras

Cape Cod

Cape Sable

Cape Race

Cape Breton

Halifax

St. John

Portland

Bangor

Augusta

Concord

Albany

Rochester

Syracuse

Utica

Scranton

Harrisburg

Wilmington

Richmond

Norfolk

Petersburg

Lynchburg

Knoxville

Chattanooga

Atlanta

Macon

Augusta

Columbia

Charleston

Wilmington

Raleigh

Greensboro

Charlotte

Asheville

Montgomery

Selma

Tuscaloosa

Huntsville

Birmingham

Jackson

Natchez

Meridian

Shreveport

Monroe

Little Rock

Fort Smith

Hot Springs

Memphis

Nashville

Louisville

Cincinnati

Columbus

Dayton

Zanesville

Wheeling

Parkersburg

Charleston

Lexington

Frankfort

Evansville

Indianapolis

Terre Haute

Peoria

Springfield

Chicago

Milwaukee

Madison

Green Bay

Oshkosh

Fond du Lac

Sheboygan

Racine

Kenosha

Janesville

Beloit

Rockford

Freeport

Galena

Dubuque

Davenport

Iowa City

Cedar Rapids

Muscatine

Burlington

Keokuk

Quincy

Hannibal

St. Joseph

Kansas City

Leavenworth

Atchison

Lawrence

Topeka

Fort Scott

Parsons

Coffeyville

Independence

Wichita

Arkansas City

Winfield

Emporia

Junction City

Manhattan

Abilene

Salina

Hays City

Ellsworth

Great Bend

Larned

Dodge City

Fort Dodge

Garden City

Lakin

Kearney

Grand Island

Hastings

Fairbury

Beatrice

Nebraska City

Omaha

Council Bluffs

Sioux City

Yankton

Vermillion

Elk Point

Dakota City

Sioux Falls

Canton

Watertown

Huron

Redfield

Aberdeen

Ellendale

Jamestown

Valley City

Fargo

Grand Forks

Pembina

Winnipeg

Portage la Prairie

Brandon

Rapid City

Deadwood

Lead City

Spearfish

Sturgis

Fort Pierre

Chamberlain

Mitchell

Huron

Watertown

Sioux Falls

Yankton

Vermillion

Elk Point

Dakota City

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Salina

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Davenport

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Cedar Rapids

Dubuque

Galena

Freeport

Rockford

Beloit

Janesville

Kenosha

Racine

Sheboygan

Fond du Lac

Oshkosh

Green Bay

Madison

Milwaukee

Chicago

Springfield

Peoria

Terre Haute

Indianapolis

Evansville

Frankfort

Lexington

Parkersburg

Wheeling

Zanesville

Dayton

Columbus

Cincinnati

Louisville

Nashville

Memphis

Hot Springs

Fort Smith

Little Rock

Monroe

Shreveport

Meridian

Natchez

Jackson

Vicksburg

Selma

Montgomery

Tuscaloosa

Huntsville

Birmingham

Atlanta

Macon

Augusta

Columbia

Charleston

Wilmington

Raleigh

Greensboro

Charlotte

Asheville

Knoxville

Chattanooga

Richmond

Norfolk

Petersburg

Lynchburg

Harrisburg

Scranton

Utica

Syracuse

Rochester

Albany

Concord

Augusta

Bangor

Portland

Boston

New York

Philadelphia

Wilmington

Baltimore

Washington

Fredericksburg

Alexandria

Manassas

Culpeper

Warrenton

Leesburg

Winchester

Martinsburg

Hagerstown

Frederick

Gettysburg

Carlisle

Chambersburg

Bedford

Altoona

Johnstown

Pittsburgh

Erie

Buffalo

Niagara Falls

Rochester

Syracuse

Utica

Albany

Troy

Schenectady

Saratoga

Plattsburgh

Burlington

Montpelier

Concord

Manchester

Nashua

Lowell

Boston

Worcester

Springfield

Hartford

New Haven

Bridgeport

Stamford

Norwalk

Danbury

Waterbury

Meriden

Middletown

New London

Providence

Newport

Fall River

New Bedford

Cape Cod

Martha's Vineyard

Nantucket

Portland

Augusta

Bangor

Calais

St. John

Fredericton

Moncton

Halifax

Pictou

Charlottetown

Cape Breton

Sydney

Louisbourg

Cape Race

St. John's

Cape Ray

Cape Sable

Yarmouth

Digby

Annapolis

Windsor

Truro

Amherst

Pictou

New Glasgow

Antigonish

Guysborough

Arichat

Port Hawkesbury

Baddeck

North Sydney

Glace Bay

Louisbourg

Cape Breton

Prince Edward Island

Charlottetown

Summerside

Georgetown

Souris

Shediac

Moncton

Sackville

Dorchester

Amherst

Parrsboro

Windsor

Hantsport

Wolfville

Kentville

Annapolis Royal

Digby

Yarmouth

Shelburne

Lunenburg

Mahone Bay

Chester

Liverpool

Bridgewater

Lockeport

Barrington

Shelburne

Yarmouth

Digby

Annapolis Royal

Kentville

Wolfville

Hantsport

Windsor

Truro

Amherst

Parrsboro

Dorchester

Sackville

Moncton

Shediac

Souris

Georgetown

Summerside

Charlottetown

Pictou

New Glasgow

Antigonish

Guysborough

Arichat

Port Hawkesbury

Baddeck

North Sydney

Glace Bay

Louisbourg

Cape Breton

Sydney

Cape Ray

St. John's

Cape Race

Louisbourg

Cape Breton

Halifax

Windsor

Annapolis

Ozias Foote
County of Elgin.

Your truly &c
James H. Dawson
Colo of the 4 Battalion of Elgin
Militia.

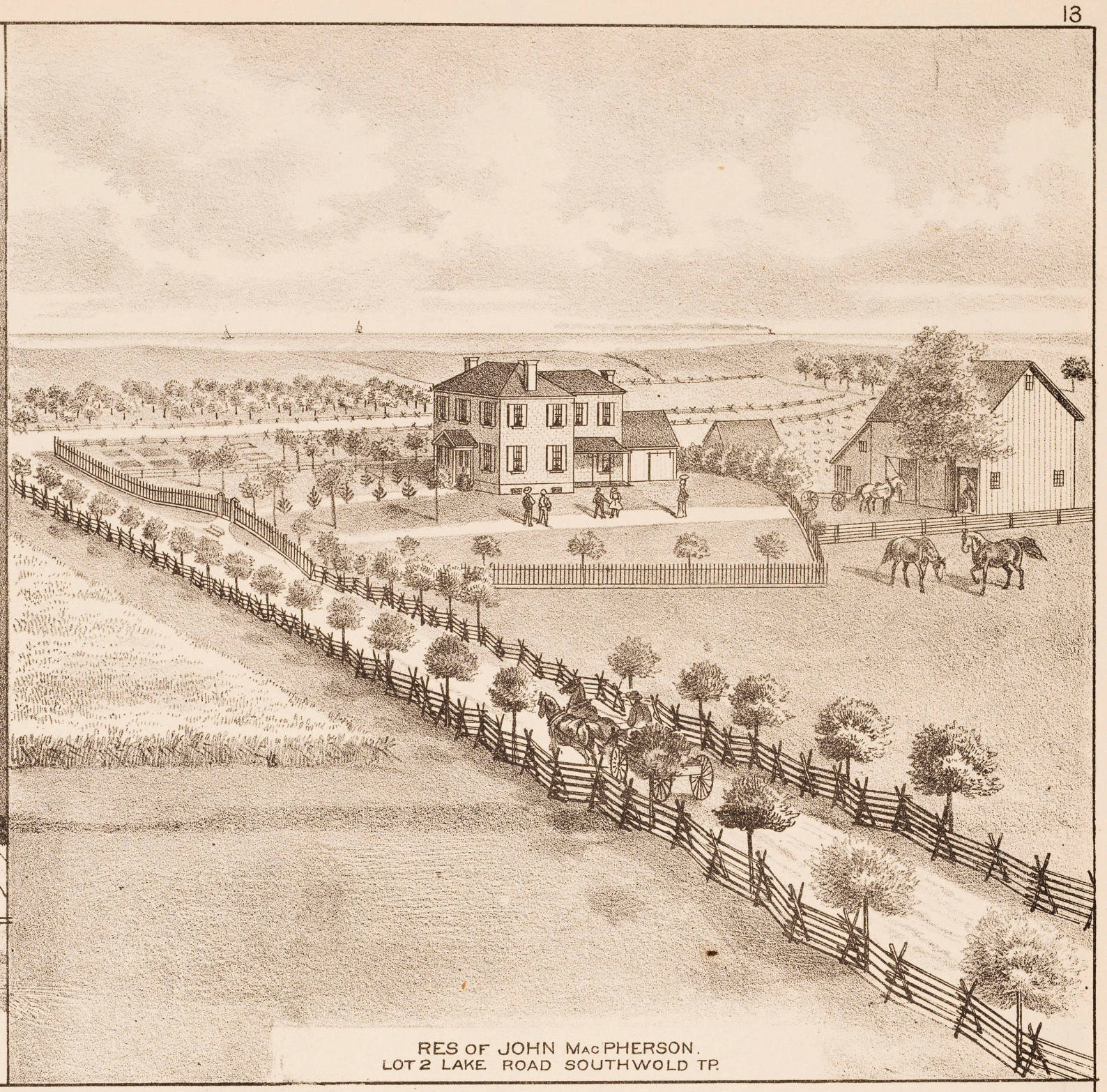
Yours &c
Chas. Scott

Yours Truly
W. A. Glover.

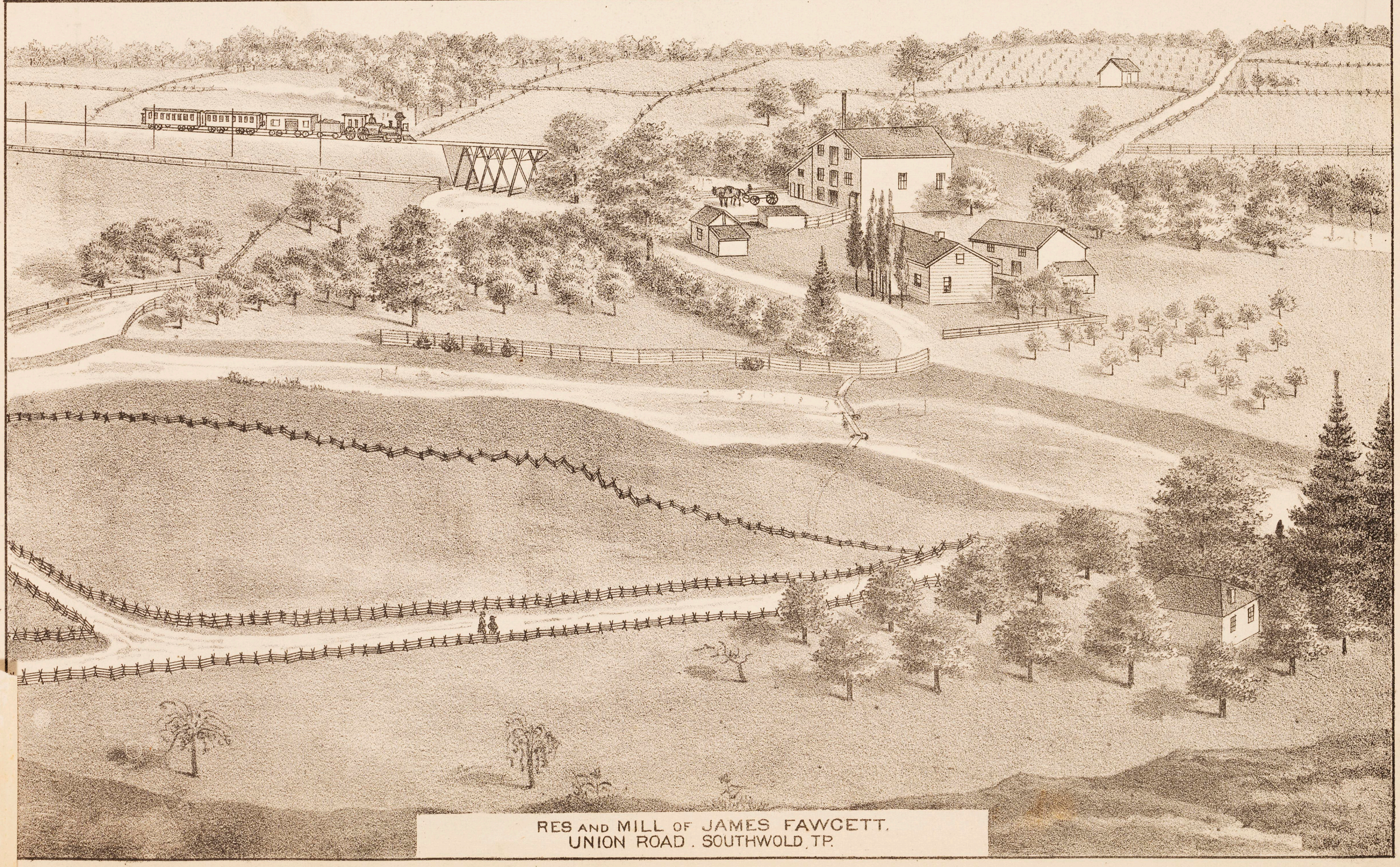
Dr Edward Dawley

Stuart

ROBERT ELGIE'S.
GENTS FURNISHING GOODS STORE .TALBOT ST.
AYLMER . ONT.



RES OF JOHN MAC PHERSON.
LOT 2 LAKE ROAD SOUTHWOLD TP.



RES AND MILL OF JAMES FAWCETT.
UNION ROAD . SOUTHWOLD, TP.

MAP
OF THE
PROVINCE OF MANITOBA
AND PART OF THE DISTRICT OF
KEEWATIN
AND
NORTH WEST TERRITORY
SHEWING
THE TOWNSHIPS & SETTLEMENTS
DRAWN FROM THE LATEST GOV. MAPS, SURVEYS & REPORTS
FOR
"THE PRAIRIE PROVINCE"

Scale 17½ Miles to the Inch

1876

A.G.E. Westmacott Del.

TOWNSHIP DIAGRAM
Shewing the manner of
NUMBERING THE SECTIONS

31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1

Each Township is 6 Miles Square
" Section = 1
" Contains 640 acres

References
Mounted Police Stations marked thus
Roads, Trails & c
Post Offices
Churches
Mills
Heights above the Sea are marked in feet

Dotted Line Represents Bounary between Canada and the United States.

Entered according to the Act of Parliament of Canada in the year 1876 by Jas. Cleland Hamilton.

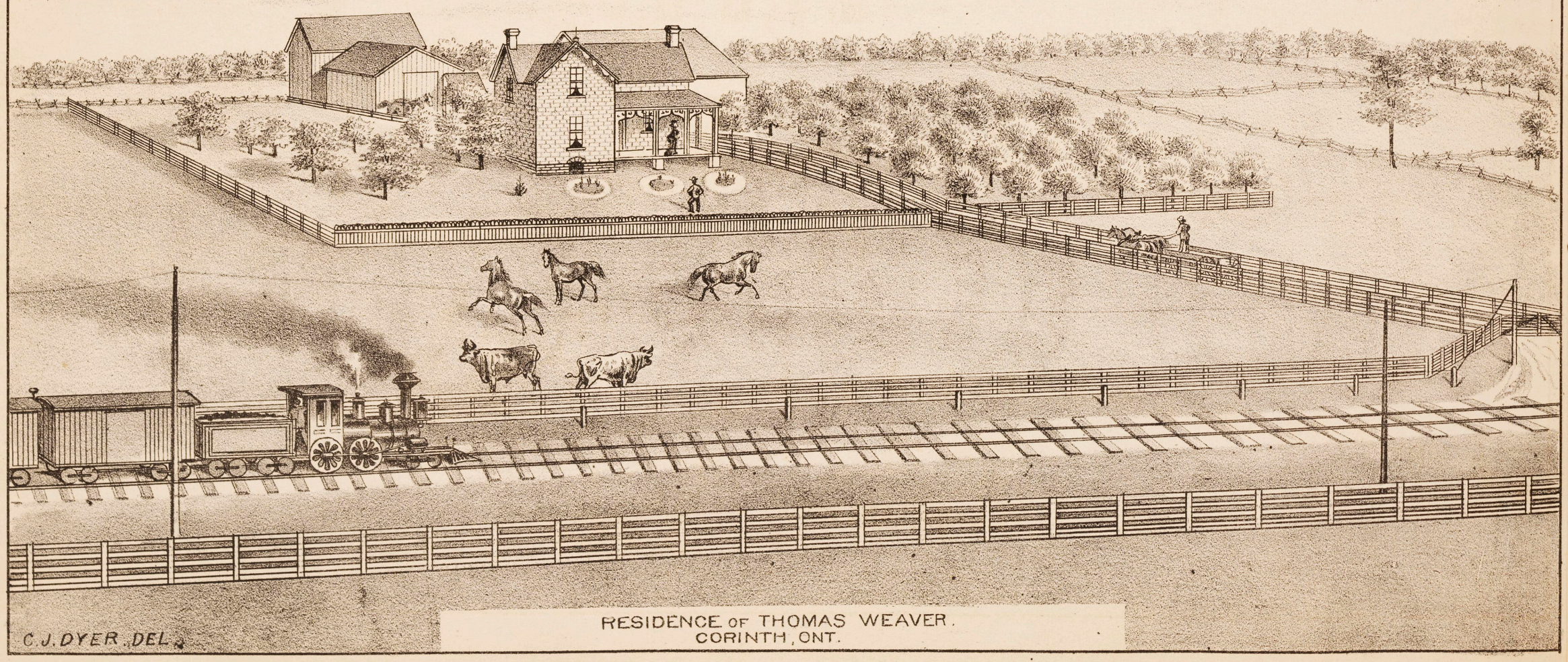
W. L. Mufewt

Yours Truly
David F. Davis

Yours truly
J. D. McEwarden

OFFICE AND RESIDENCE OF DR. J. M. PENWARDIN.
TALBOT ST. FINGAL, ONT.

RESIDENCE OF M. HOVEY.
FINGAL ONT.



C. J. DYER, DEL.

RESIDENCE OF THOMAS WEAVER.
CORINTH, ONT.

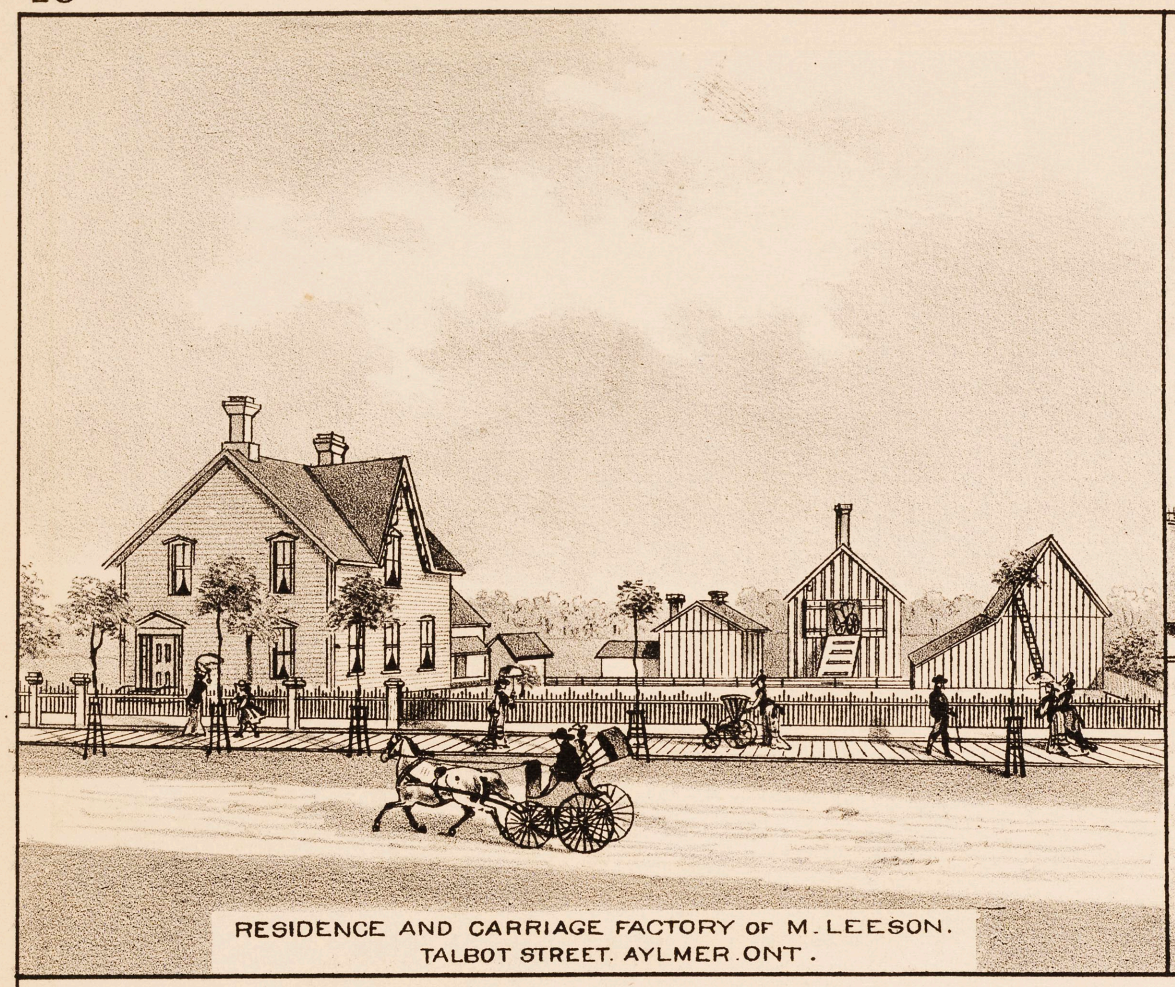
RESIDENCE OF JAMES WARWICK.
CONCESSION II LOT 2 TP. OF SOUTH DORCHESTER.
CO OF ELGIN, ONT.

GASCARD

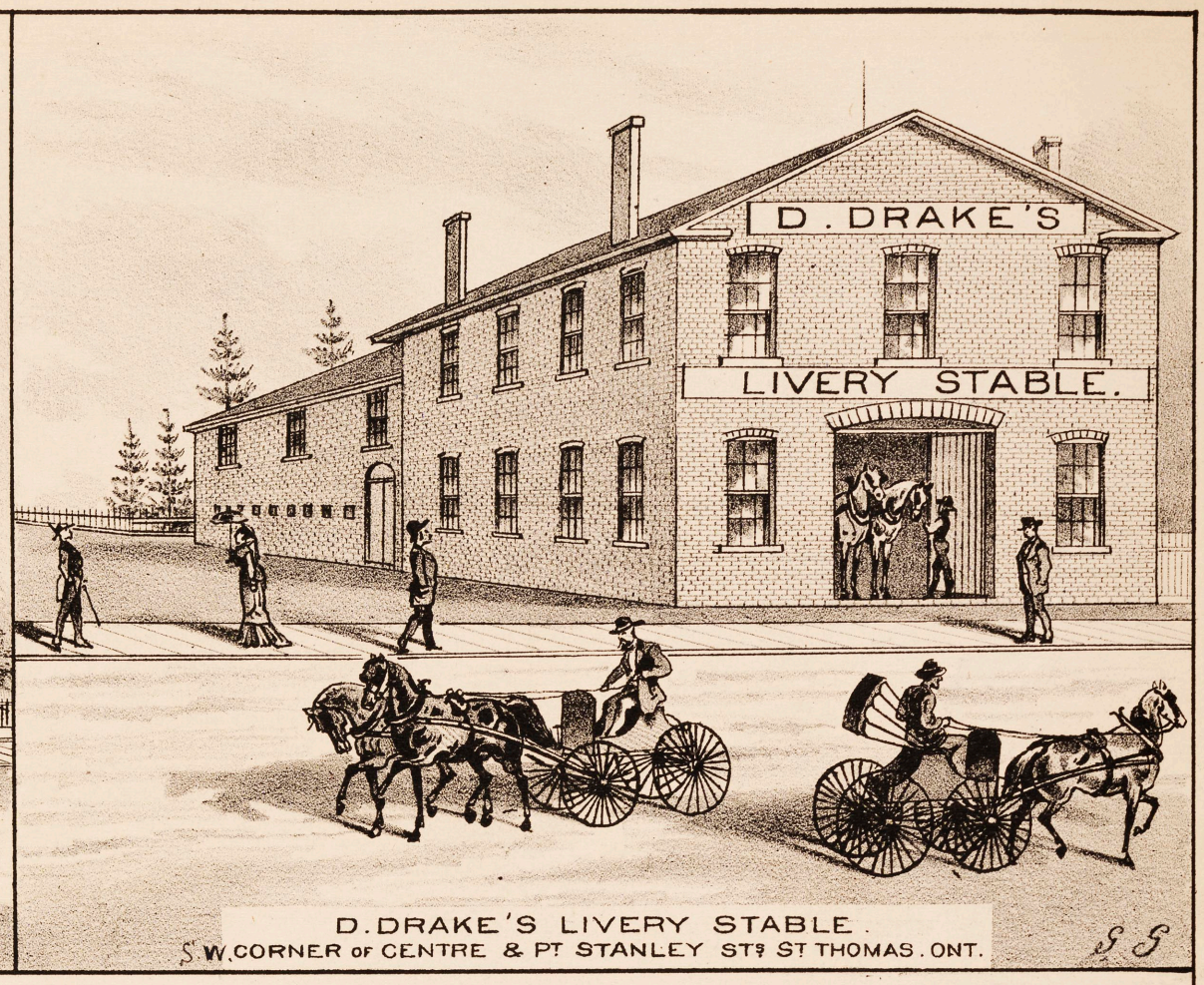
RESIDENCE OF JOHN Mc CALLUM.
TOWNSHIP OF DUNWICH COUNTY OF ELGIN, ONT.

L S

EUPHEMIA
LAMBTON
WARWICK
ADELAIDE
LOBO
LONDON
W. NISSOURI
E. NISSOURI
W. ZORRA
N. OXFORD
NORTH DORCHESTER
BROOKE
METCALFE
MIDDLESEX
CARADOC
DELAWARE
WESTMINSTER
DEREHAM
EKFRID
MOSA
SOUTH DORCHESTER
YARMOUTH
MALAHIDE
BAYHAM
SOUTHWOLD
DUNWICH
ALDBOROUGH
ORFORD
HOUGHTON
LAKE ERIE
GREAT WESTERN RY BRANCH LINE
GRAND TRUNK RY
CANADA SOUTHERN RY BRANCH
G.W. RY AIR LINE
LONDON
Komoka
Napier
Alviston
Longwood
Melbourne
Glencoe
Southwold
Nilesworth
Glanworth
Ingersoll
Salford
Elgin
Brownsville
Newbury
Wardsville
Thames
Duart
Campbelltown
Middlemarch
Dexter
Jamestown
Springfield
Eden
Bayham
Mt Salem
Jaffa
Orwell
Spartan
Union
Lawrence
Talbotville
Tyrrchmill
Aldborough P.O.
Bismarck
Wallacetown
Dutton
Ingersoll
Mapleton
Lyons
Avon
Dolmont
Kingsmill
Springfield
Corinth
Eden
Bayham
Mt Salem
Jamestown
Copenhagen
Gravesend
Pt Bruce
Pt Stanley
Pt Burwell
Vienna
Middletown
Tyrrchmill
Eagle
Tyrrchmill
Gore
Cotton
Lawrence
Talbotville
Pt Stanley
Pt Burwell
Vienna
Map Of The County Of
ELGIN
ONTARIO
Published by H. R. Page & Co.
GORRELL, CRAIG & CO. LITH. TORONTO.
1877
Chains



RESIDENCE AND CARRIAGE FACTORY OF M. LEESON.
TALBOT STREET. AYLMER. ONT.



D. DRAKE'S LIVERY STABLE.
S. W. CORNER OF CENTRE & PT STANLEY STS ST THOMAS. ONT.

S S

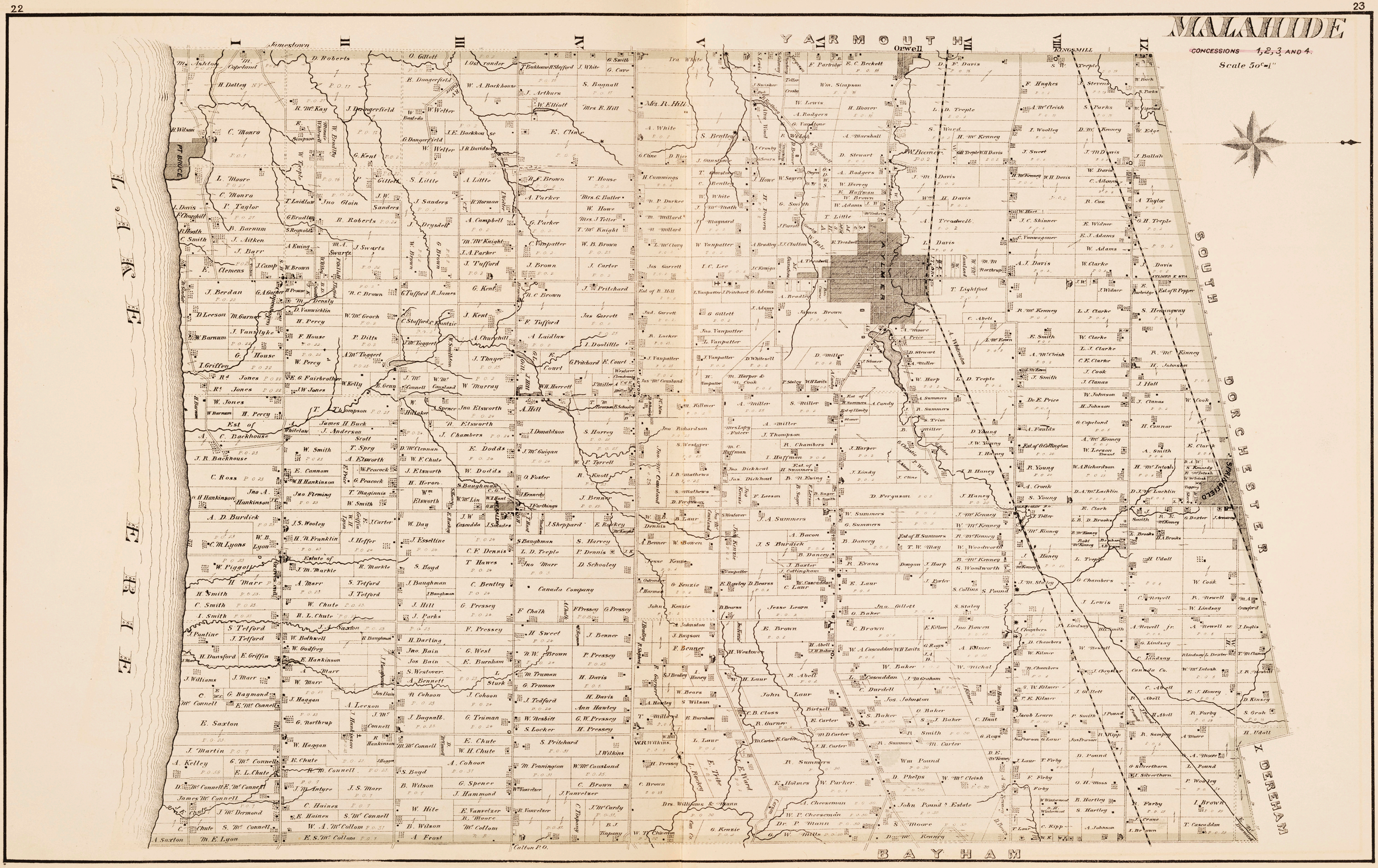
FRASER HOUSE AND PLEASURE GROUNDS.
WILLIAM FRASER PROPRIETOR PORT STANLEY ONT.

E GAGARD

RESIDENCE AND SAW MILL OF SETH LEWIS.
CONCESSION 7 SOUTH HALF OF LOT 26 TOWNSHIP OF YARMOUTH.
COUNTY OF ELGIN, ONT.

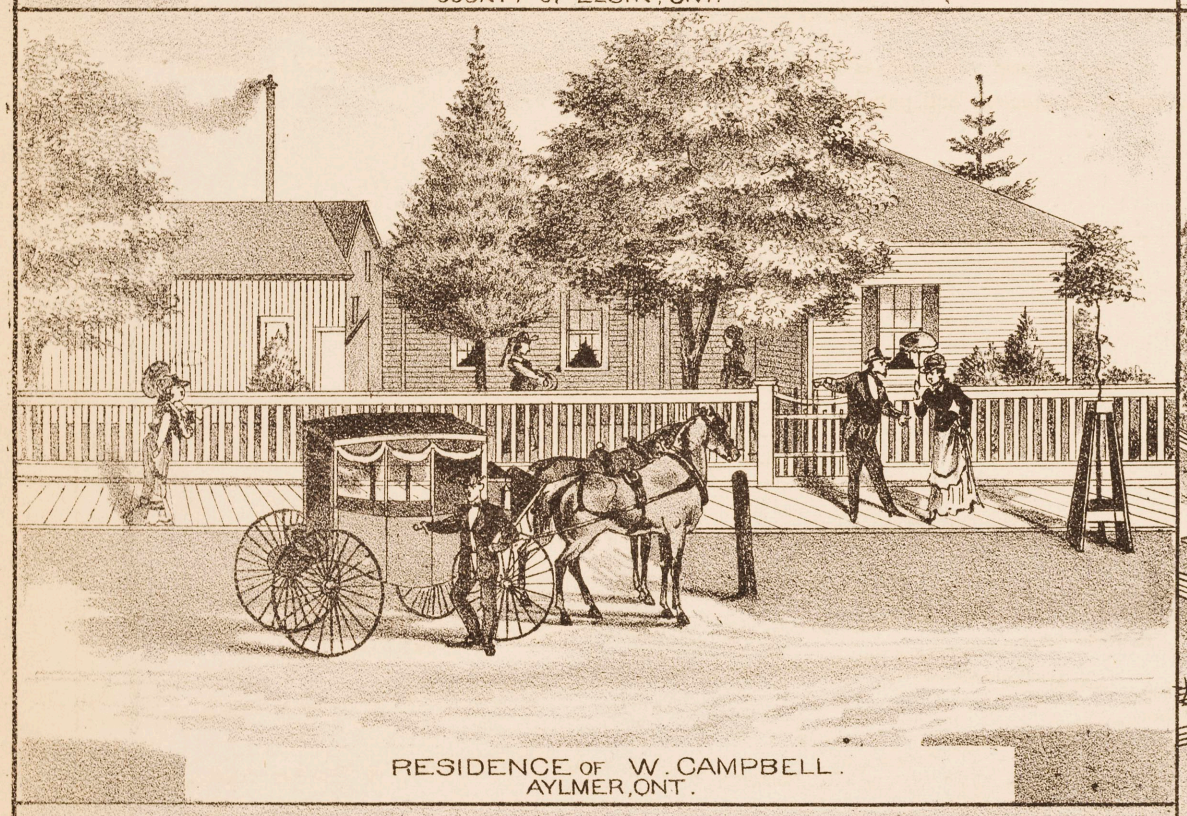
RESIDENCE OF JOEL LEWIS.
CONCESSION 7 NORTH HALF OF LOT 26 TOWNSHIP OF YARMOUTH
COUNTY OF ELGIN, ONT.

C. J. DYER. DEL.


MALAHIDE
CONCESSIONS 1, 2, 3 AND 4.
Scale 50c=1"
YARMOUTH
SOUTH DORCHESTER
BAYHAM
DEREHAM
Orwell
Jamestown
Kingsmill
Aylmer
Springfield
Pt Bruce
Calton P.O.

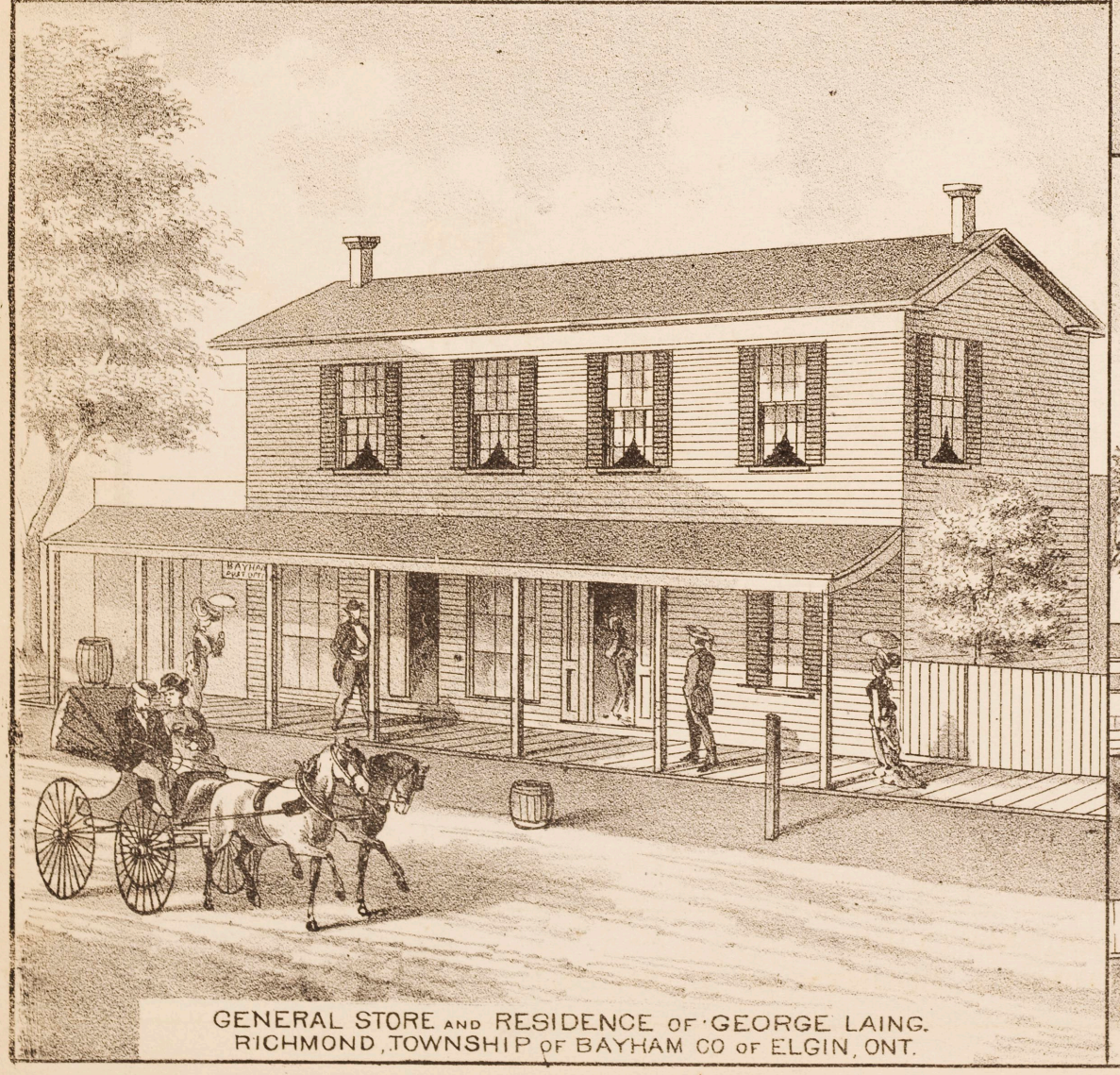
RESIDENCE OF WILLIAM HILBORN.
CONCESSION 5 LOT 21 TOWNSHIP OF YARMOUTH.
COUNTY OF ELGIN, ONT.

W.H. MANN'S FOUNDRY AND MACHINE SHOP.
AYLMER, ONTARIO.



RESIDENCE OF W. CAMPBELL.
AYLMER, ONT.

RESIDENCE OF THOMAS FUTCHER.
TOWNSHIP OF SOUTHWOLD. CO OF ELGIN, ONT.



GENERAL STORE AND RESIDENCE OF GEORGE LAING.
RICHMOND, TOWNSHIP OF BAYHAM CO OF ELGIN, ONT.

J.W. HUTCHINSON'S MARBLE WORKS.
AYLMER, COUNTY OF ELGIN, ONT.

Yours respectfully
Nicol McColl

NICOL McCOLL

Was born in the Parish of Glenorchy, Argyleshire, Scotland, about the year 1812, and was educated at the Parish School of Keilmelfort, in English and the Classics, with a view to the medical profession.

In 1831, he, with his parents, emigrated to Canada, and settled on the Back Street, Southwold; it was then a wilderness, but by his industry and good management, is now a fine farm, with neat, comfortable buildings. During the rebellion troubles of 1837-8, Mr. McColl served in the Militia at Amherstburgh, under Colonel Paterson and Major McQueen. In 1850, he was elected Councillor and the Deputy Reeve of Southwold, and in 1853, was a member of the first Provincial Council of the County of Elgin. In 1867, he was elected a member of the first Legislative Assembly of Ontario under Confederation, and represented the Constituency of West Elgin in that capacity until 1871, and both in and out of Parliament was an active promoter of the Canada Southern Railway scheme. He has now retired to private life, and enjoys a quiet and studious leisure at his home in Southwold.

Those are the main points in his career, but he is one of those men of whom the writer of these sketches feels that it will be allowable to say a word further. Prior to Mr. McColl's nomination for a seat in Parliament, he was well known in West Elgin as a man who had always borne an unblemished reputation, and had administered the municipal affairs of the County with prudence, judgment and economy; but during a political campaign, it is usually customary for the opposite party to search out and then learn and con all the real faults of a candidate, and if the catalogue be not long enough it is extended with artificial ones to suit the necessities of the case. Mr. McColl has had all this experience—has passed through the canvass and the parliamentary sessions unscathed and uninjured, although the maxim that "all is fair in love, war and politics," especially the latter, was fully acted upon in his case. Mr. McColl is not what might be termed an eloquent and fluent speaker, but is clear and convincing in his statements, and well informed on political subjects. His course throughout has been patriotic and sincere, and as a citizen he enjoys the highest repect and esteem. He continues to take a deep interest in the welfare of the county, and is a careful reader of current political events, member of the Conservative Party, and an advocate of economical and responsible government.

The home circle is a pleasant one. One son is located on an excellent farm adjoining; one daughter is married, some are school girls, and one is an efficient and popular teacher.

C. J. DYER. DEL

G. S.

RESIDENCE OF NICOL Mc COLL.
TALBOT. ST. NORTH. TOWNSHIP OF SOUTHWOLD. COUNTY OF ELGIN. ONT.

RESIDENCE OF ENOS SCOTT.
WEST SOUTH ST. AYLMER ONT.

RESIDENCE OF J. YORK.
SYDENHAM ST. AYLMER ONT.

RES. OF JOHN MARLATT.
AYLMER. ONT.

ELGIN PORK HOUSE

SMOKE HOUSE

C. J. DYER, DEL.

ELGIN PORK HOUSE CORNER OF ST. ANDREWS & SOUTH STREETS. AYLMER. COUNTY OF ELGIN. ONT.

AYLMER

SCALE 500'=1"

EXPLANATION.

I Lot 82 North Talbot Road;
II " 83 " " "
III " 84 " " "
IV " 85 " " "
V " 85 South " "
VI " 84 " " "
VII " 83 " " "
VIII " 82 " " "

G.W.RY. STATION GROUNDS

FOREST ST. · SPRUCE ST. · MAPLE ST. · WALNUT ST. · CHESTNUT ST.

CHERRY ST. · LE MYAT ST. · CEDAR ST. · GRAVEL ROAD

Catfish Creek · E. Vanpatter

CREEK ST. · ELM ST. · OAK ST.

TALBOT ST.

WILLIAM ST. · NORTH ST. · WARREN ST. · WATER ST. · LINDEN ST. · VICTORIA ST.

ENG.CH. · M.E.CH.

ST. ANDREWS ST. · ST. GEORGE ST. · SOUTH ST.

WELLINGTON ST. · RAGLAN ST. · CENTRE ST. · PT. BRUCE & AYLMER ROAD

SYDENHAM ST. · PINE ST. · SOUTH ST.

TOWN HALL · HIGH SCHOOL · COM. SCHOOL · BAP.CH

HARVEY ST. · 4TH AVE. · CLARENCE ST. · YORK ST.

ELK ST.

ELGIN ST. · ALBERT ST.

KING ST. · QUEEN ST.

I · II · III · IV · V · VI · VII · VIII

Z · Q · R · S · A · B · C · D · E · F · G · H · K · L · M · N · O · T · U · W · Y

RICHMOND

Scale 600 ft. = 1 inch.

TALBOT ST. · PLANK ROAD · RICHMOND ST. · MILL ST. · JOHN ST. · CHURCH ST. · CENTRE ST. · EAST ST. · ROAD

111 · 112

SPRINGFIELD

Scale 600 ft to 1 inch.

Town Line between Malahide & South Dorchester

MAIN ST. · BROADWAY · MAPLE ST. · COURTRIGHT ST. · FINNEY ST. · CENTRE ST. · EUCLID ST. · ASHTON ST. · CLINTON ST. · HORNBY ST. · Road bet. 9 & 10 Cons. · Road bet. Lots 20 and 21

NELSON ST. · Side Rd. · Cemetery · JAMES ST. · EAST ST. · MILL ST. · THOMSON ST. · SUPERIOR ST. · ELM ST. · TRACY ST. · DETROIT ST. · McINTOSH ST. · INVERNESS ST. · OMEMEE ST.

CANADA SOUTHERN RY.

TOWNSHIP OF ALDBOROUGH

Scale 60 Chains to one Inch.

LAKE ERIE

PT. STANLEY.

Scale 500 '=1"

LAKE ERIE

PT STANLEY

LAKE

TOWN LINE

SOUTHWOLD

DELAWARE

WESTMINSTER

Scale 50 Chains 1 Inch

METHODIST CHURCH & CANADA.

AYLMER, ONTARIO.

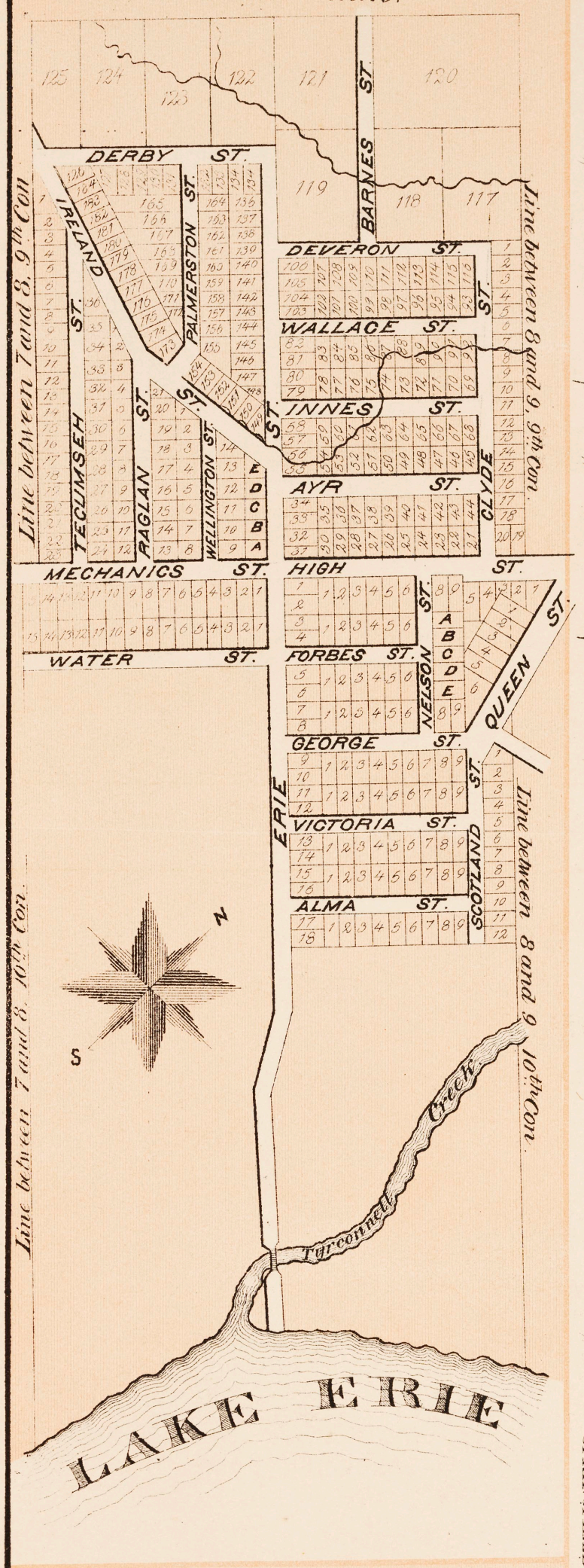
RESIDENCE AND MILLS OF G.W. GOODFALLOW.
AYLMER, ONT.

RESIDENCE OF JOHN WHITE.
CORNER OF WELLINGTON AND SYDENHAM STREET AYLMER ONT.

GRIST MILL AND RESIDENCE OF GEORGE L. OILL.
CONCESSION 3 LOT 13 TOWNSHIP OF MALAHIDE COUNTY OF ELGIN. ONT

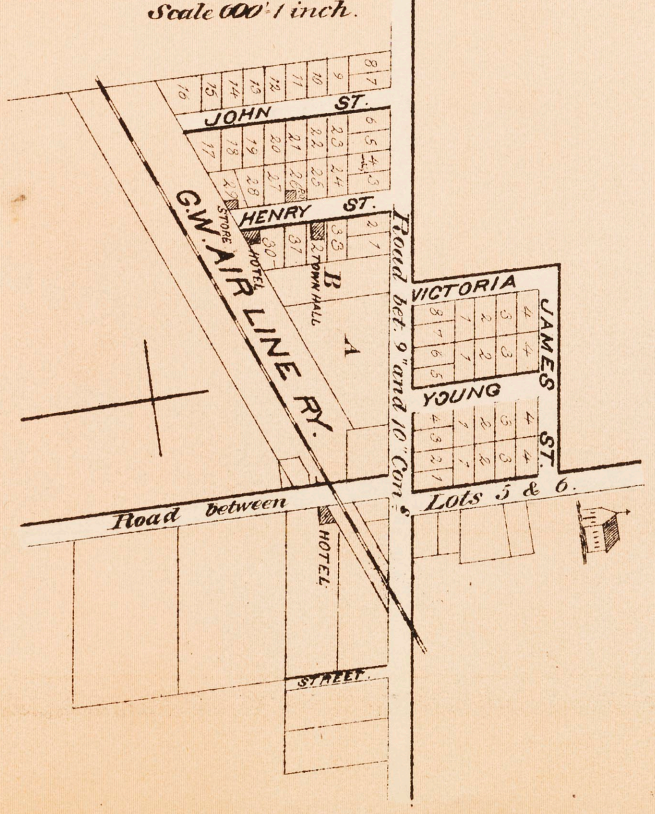
TYRCONNELL

Scale 600=1 inch.



CORINTH

Scale 600 ft / 1 inch.

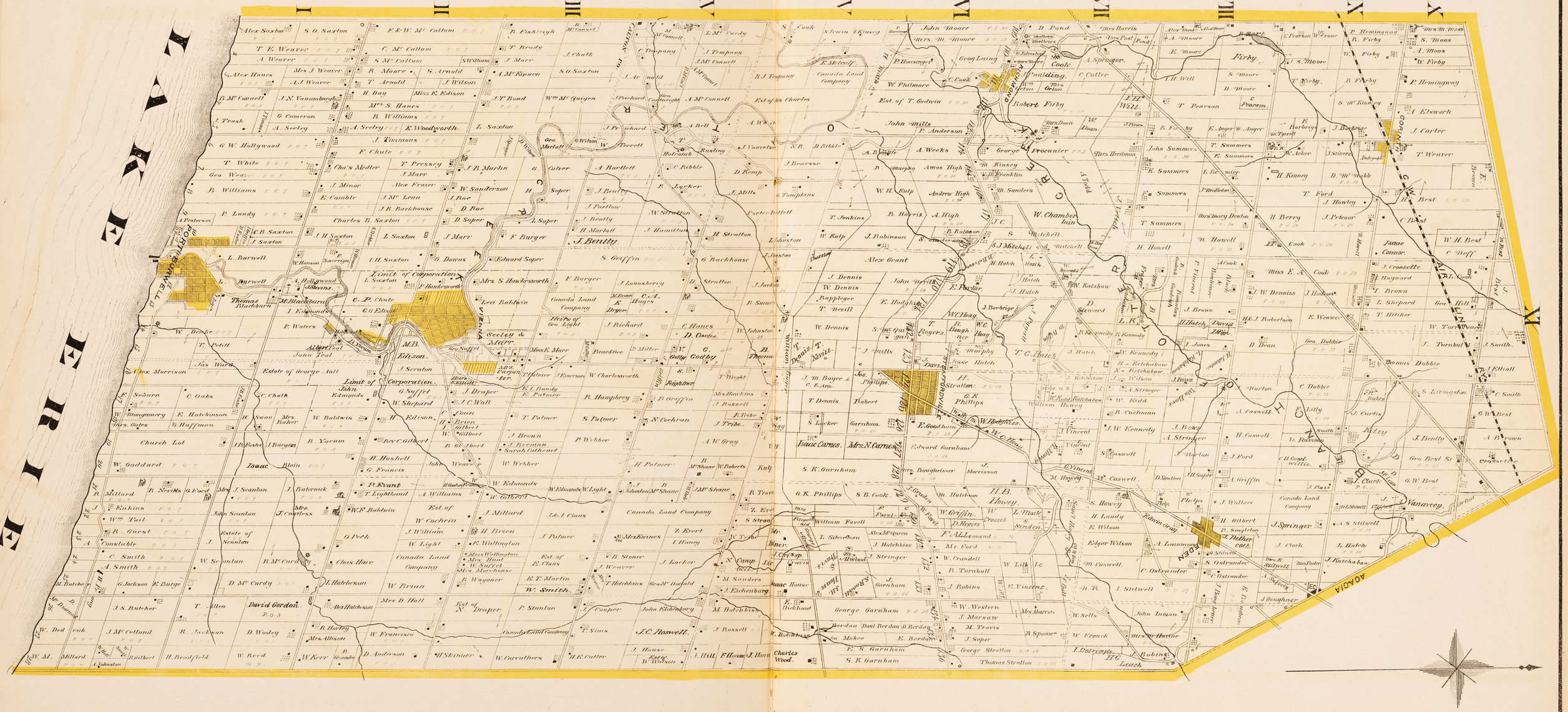


SOUTH DORCHESTER

SCALE 50 CHAINS TO INCH.

BAYHAM

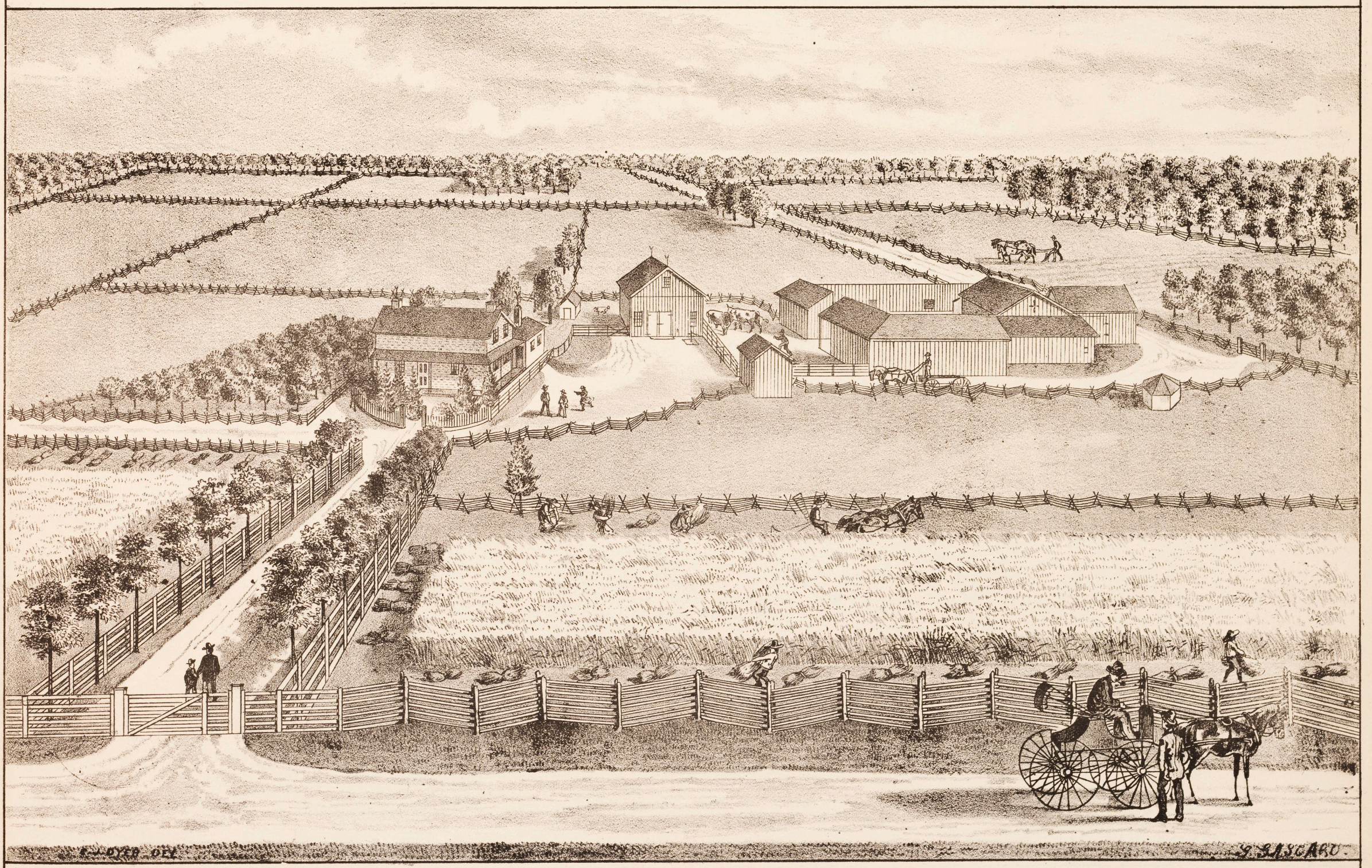
SCALE 50 CHAINS TO 1 INCH.


I
II
III
IV
V
VI
VII
VIII
IX
X
TALBOT ROAD
SOUTH DUNWICH
SOUTH YARMOUTH
SOUTH ROMNEY
SOUTH AYLMER
SOUTH MALAHIDE
SOUTH BAYHAM
SOUTH
EAST
TALBOT ROAD
Limit of Corporation
Limit of Corporation
Limit of Corporation
Canada Land Company
Canada Land Company
Canada Land Company

VIENNA

SCALE 600 FT. TO 1 IN.

RESIDENCE OF JAMES MORGAN.
LAKE ROAD TOWNSHIP OF SOUTHWOLD COUNTY OF ELGIN, ONT.

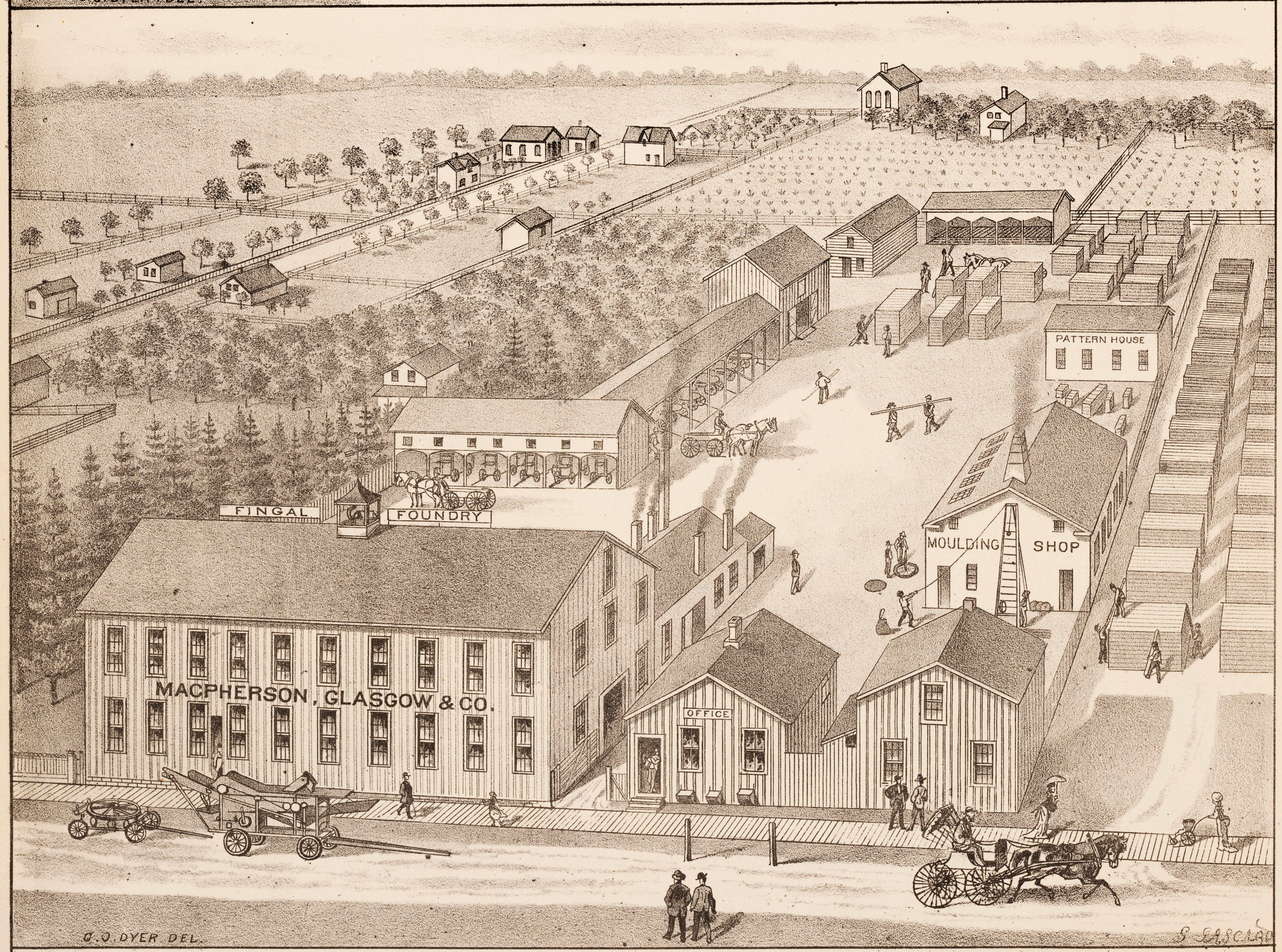


RESIDENCE OF DUGALD FERGUSON.
LOT 11 UNION ROAD TOWNSHIP OF SOUTHWOLD COUNTY OF ELGIN. ONT.

C.O. DYER. DEL.

RESIDENCE OF JOHN PEARCE.
BROKEN LOT Nº 10 CONCESSION 10 TOWNSHIP OF DUNWICH.
COUNTY OF ELGIN ONT.

J. G.



C.O. DYER DEL.

FINGAL FOUNDRY AND MACHINE SHOP.
MACPHERSON, GLASGOW & CO. PROPRIETORS.

RES OF STEPHEN BACKUS.

CON 10. LOT 13, COUNTY OF ELGIN.

RESIDENCE OF MEREDITH CONN.

TYRONNELL, COUNTY OF ELGIN, ONT.

C.J DYER DEL.

RESIDENCE OF JOHN S. MARR.
CONCESSION 1 LOT 28 TOWNSHIP OF MALAHIDE,
COUNTY OF ELGIN, ONTARIO.

J. C. DYER DEL.

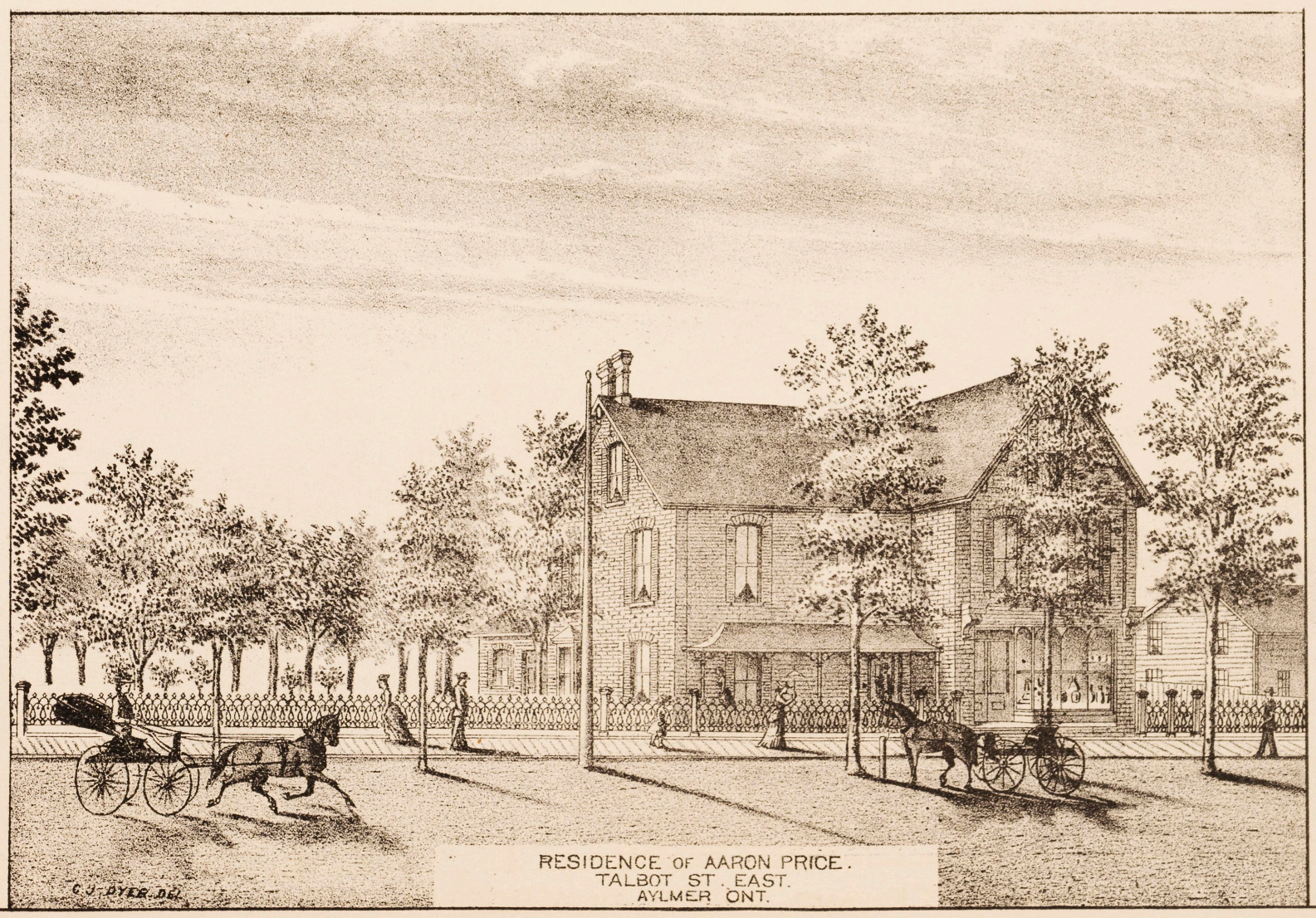
RESIDENCE AND MILLS OF ALBERT WHITE.
CONCESSION 6 LOT 28 TOWNSHIP OF YARMOUTH COUNTY OF ELGIN, ONT.

Earl Lewis

Brown

"Truly Yours P. W. McLay"

Yours Truly
Wesley McCausland



RESIDENCE OF AARON PRICE.
TALBOT ST. EAST.
AYLMER ONT.

DUNWICH

Scale 50 Chains = 1 inch.

IONA STA.

IONA

GOWAL

SOUTHERN RAILWAY

CANADA

DUTTON

WALLACETOWN

CAMPBELLTOWN

LARGIE P.O.

TALBOT CREEK

Pt TYRCONNELL

LAKE ERIE

Lot Writing

Dunwich

Dun Marsh

Gore

Arch. McLaughlin

Jno. Campbell

F.J. Chadwick Agent

Wm. Urquhart

Jno. Duncanson

Wm. McCormick

Jno. McCormick

A. Heron

Arch. McGeachy

Dun McIntyre

Dan'l McMillan

Alex. McMillan

Dugald McMillan

Don. McEachren

Neil Walker

G.B. Harris

Jas. Thomson

Walter Thomson

John Walker

Robt. Hine

Mrs. McNeil

Hugh

Chas. Shaw

Jno. McPherson

Neil Graham

Hood

Robt. Simpson

Jno. Kerr

Finlayson Estate

Jno. McKenzie

L. McKenzie

Wm. Matheson

B. McRae

Jno. Leitch

Mal. McPherson

Arch. Campbell

Alex. McMurchy

Wm. Morrison

Arch. McMurchy

Don. McDonald

Robt. Fletcher

Angus Murray

Arch.

Jno. Encas.

Alex. Campbell

Dugald Campbell

Jas. Graham

Robb.

Peter McAlpine

Alex. Campbell

N. McPhadyn

Wm. Graham

A.D. McCallum

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Jno. McEachren

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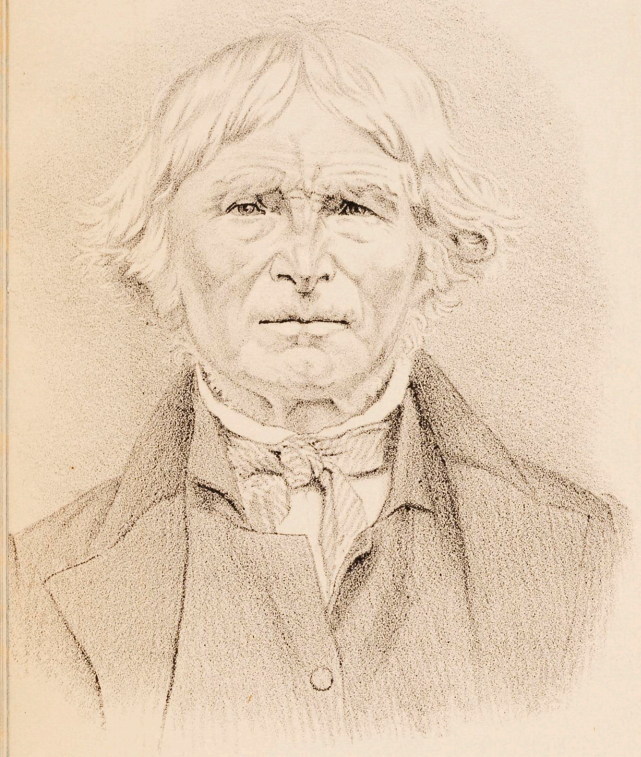

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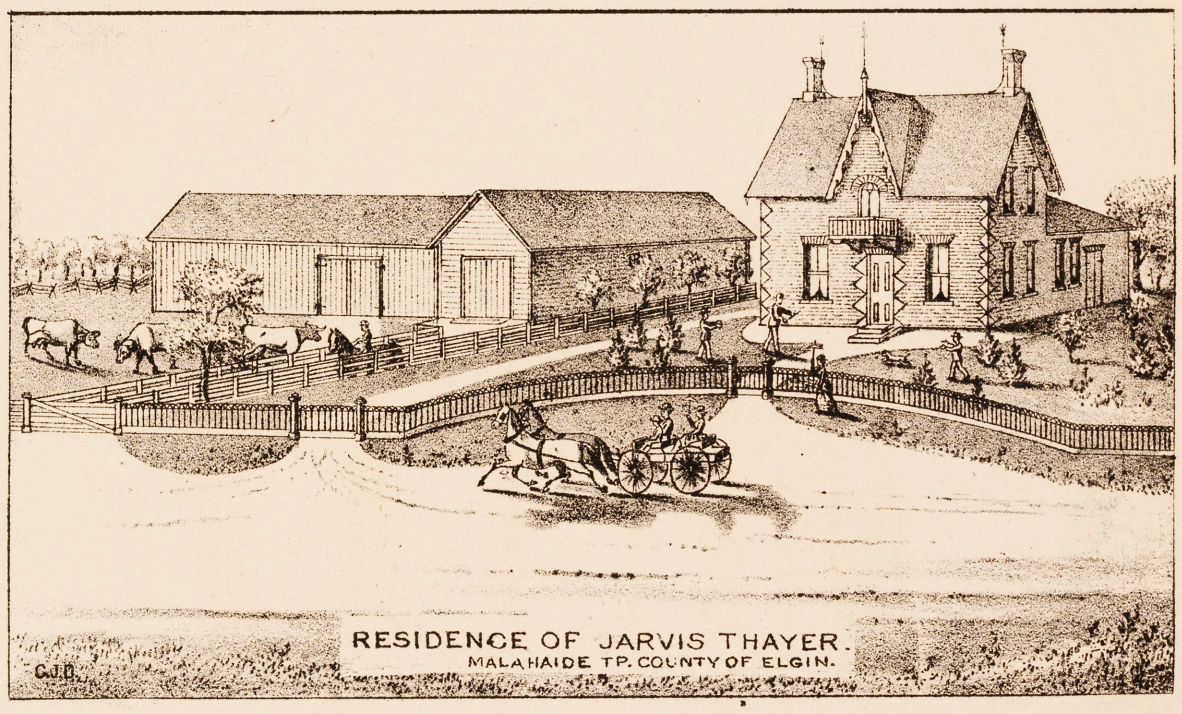

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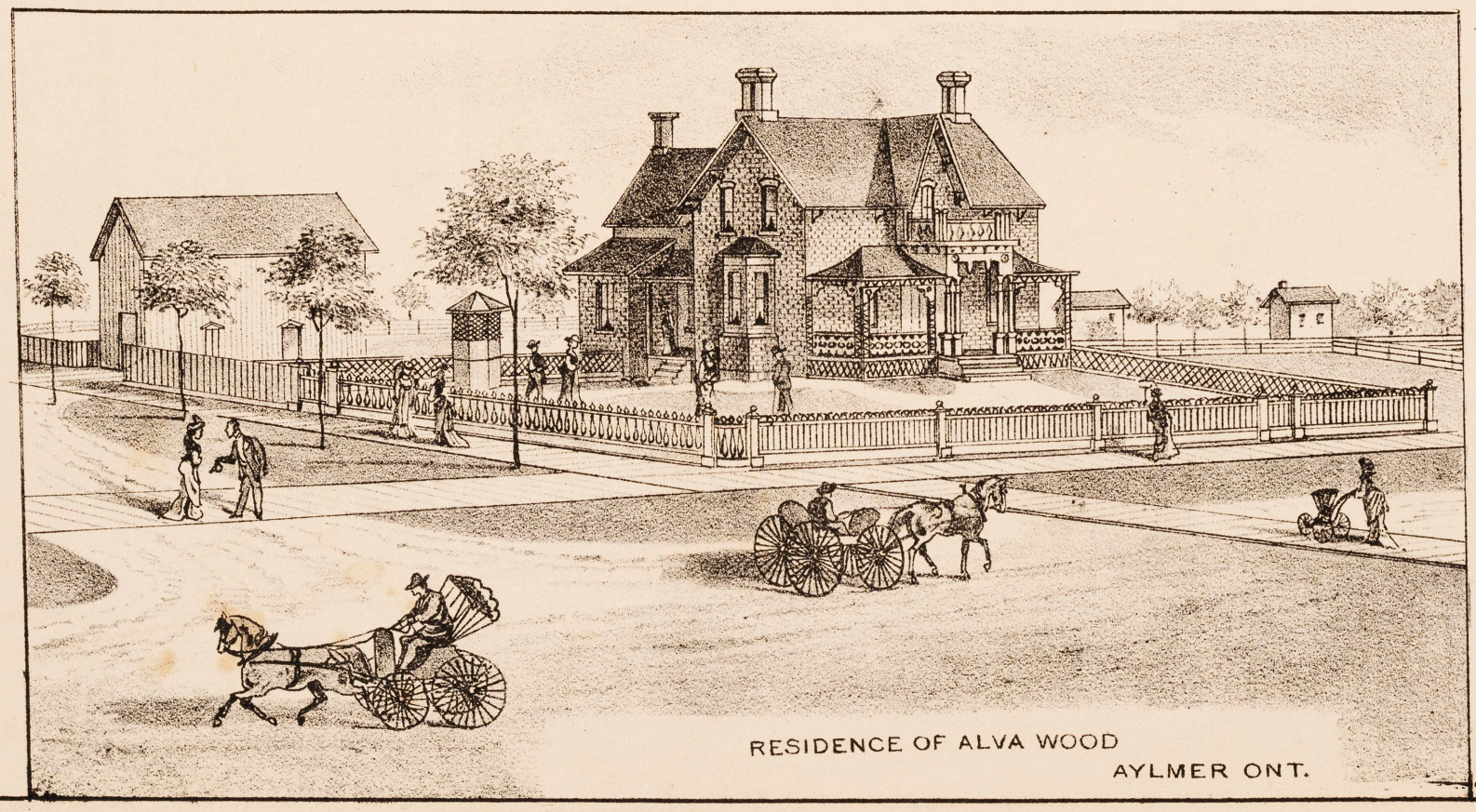

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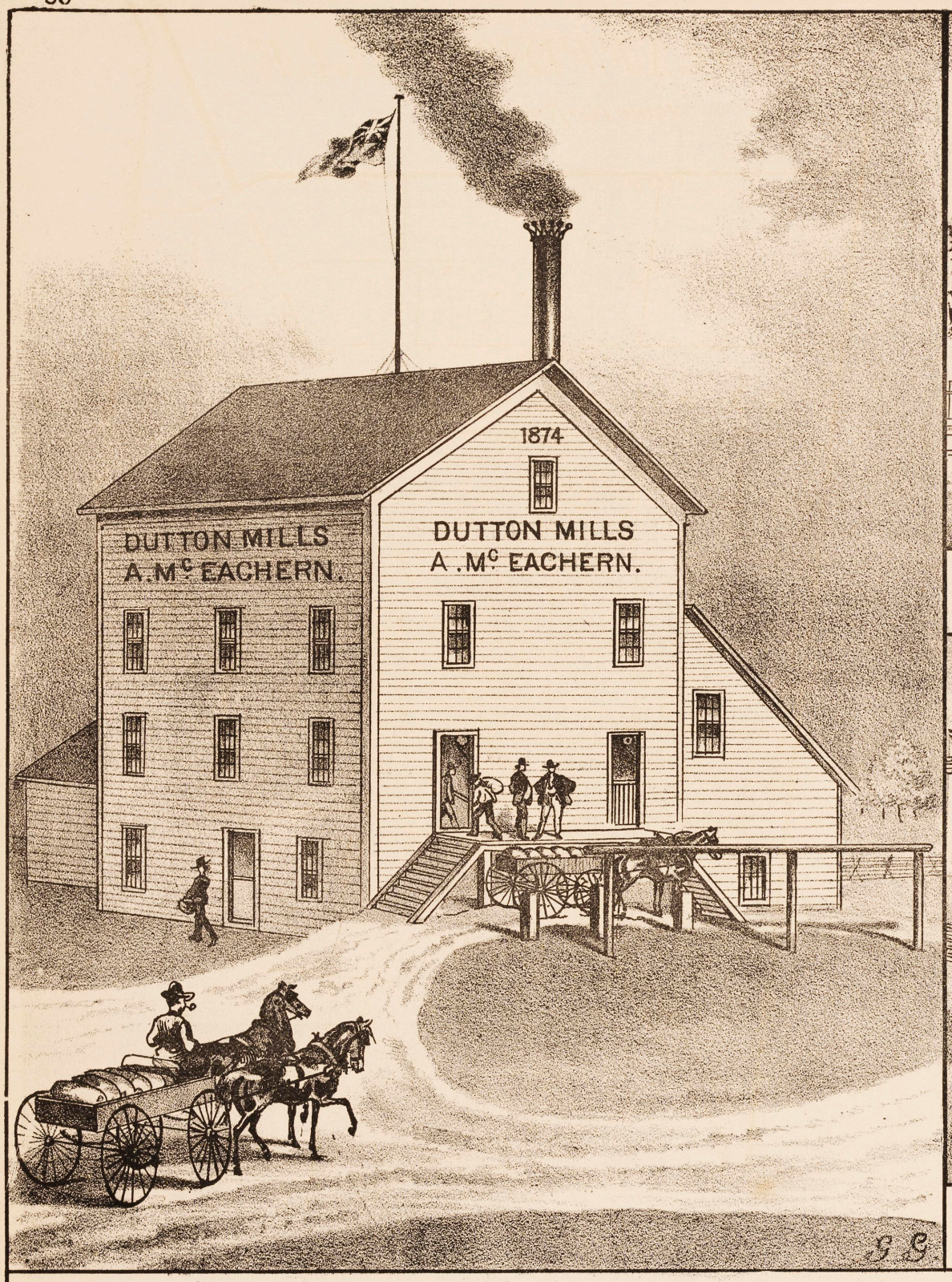

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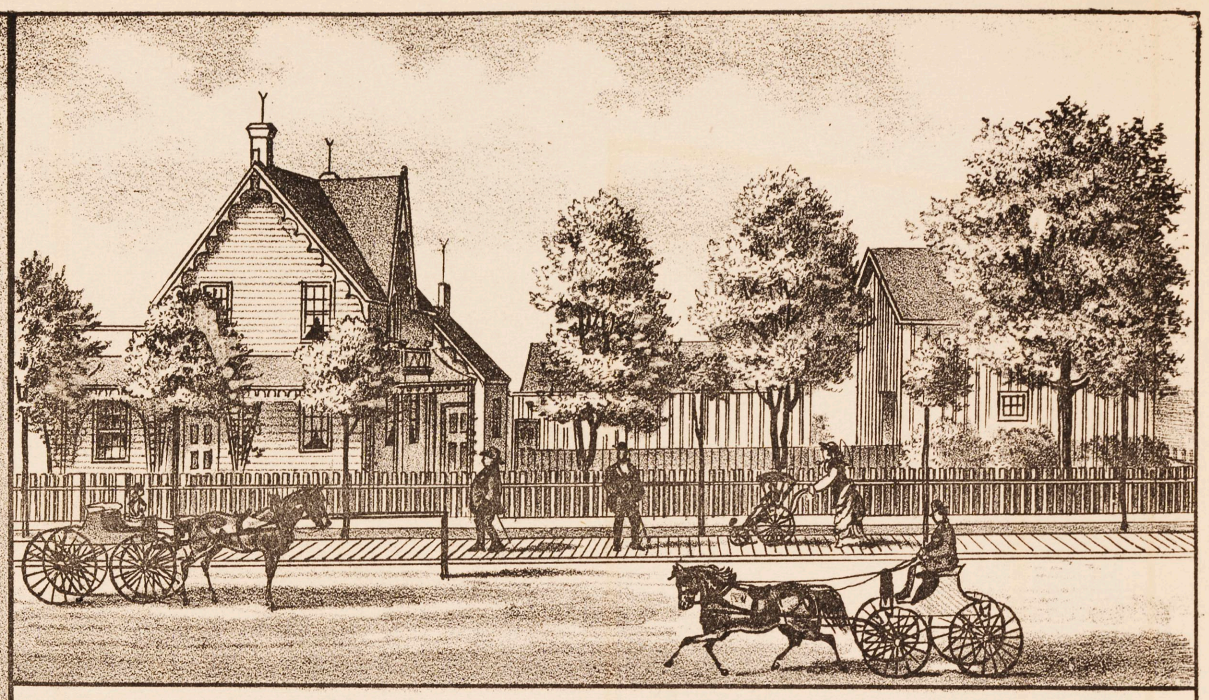

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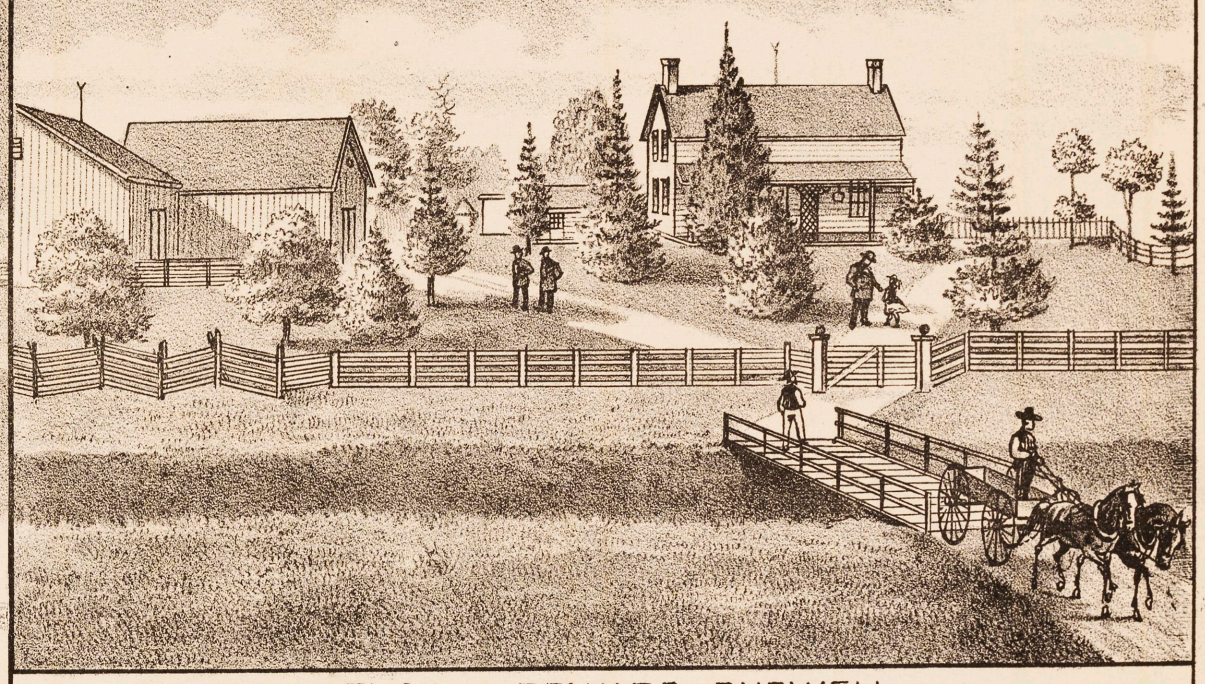
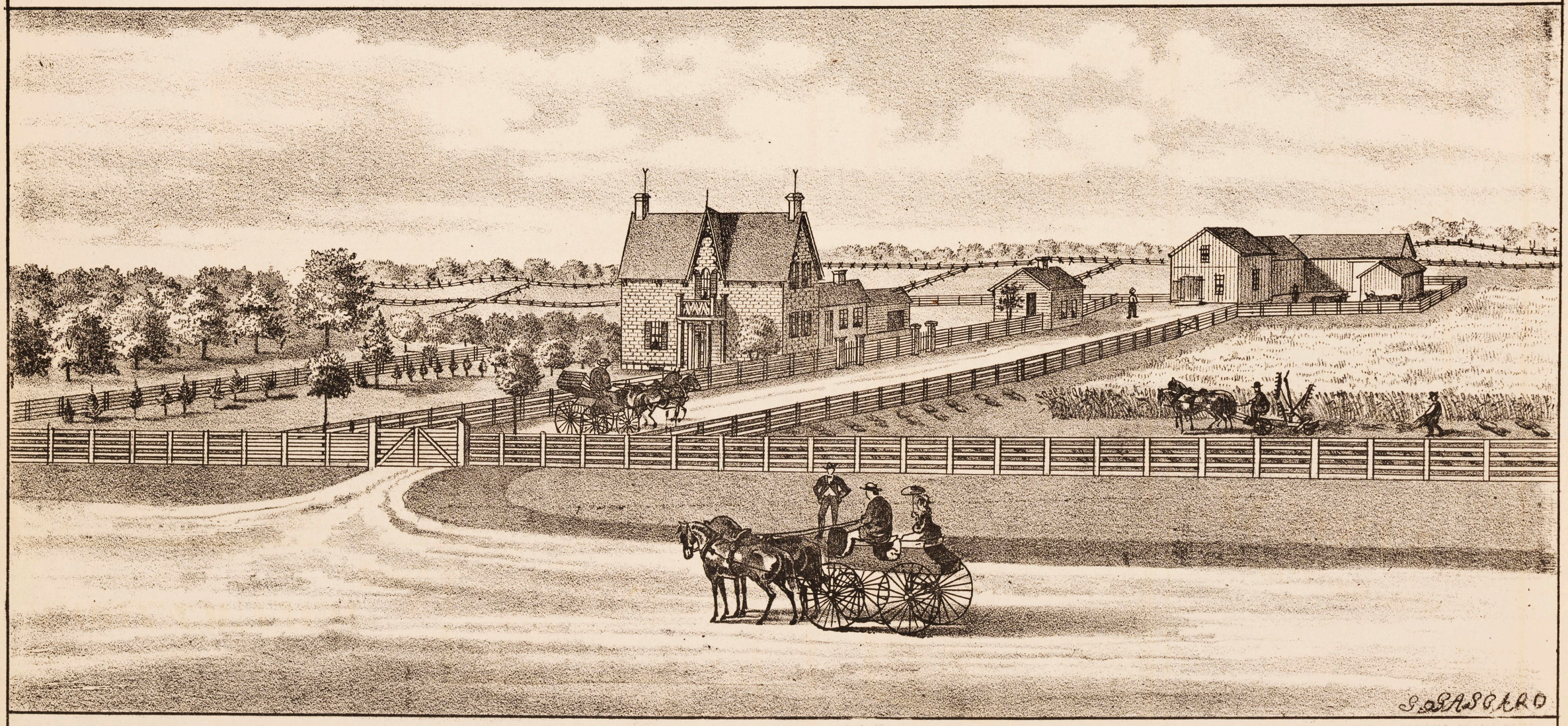
IONA, COUNTY OF ELGIN. ONT.



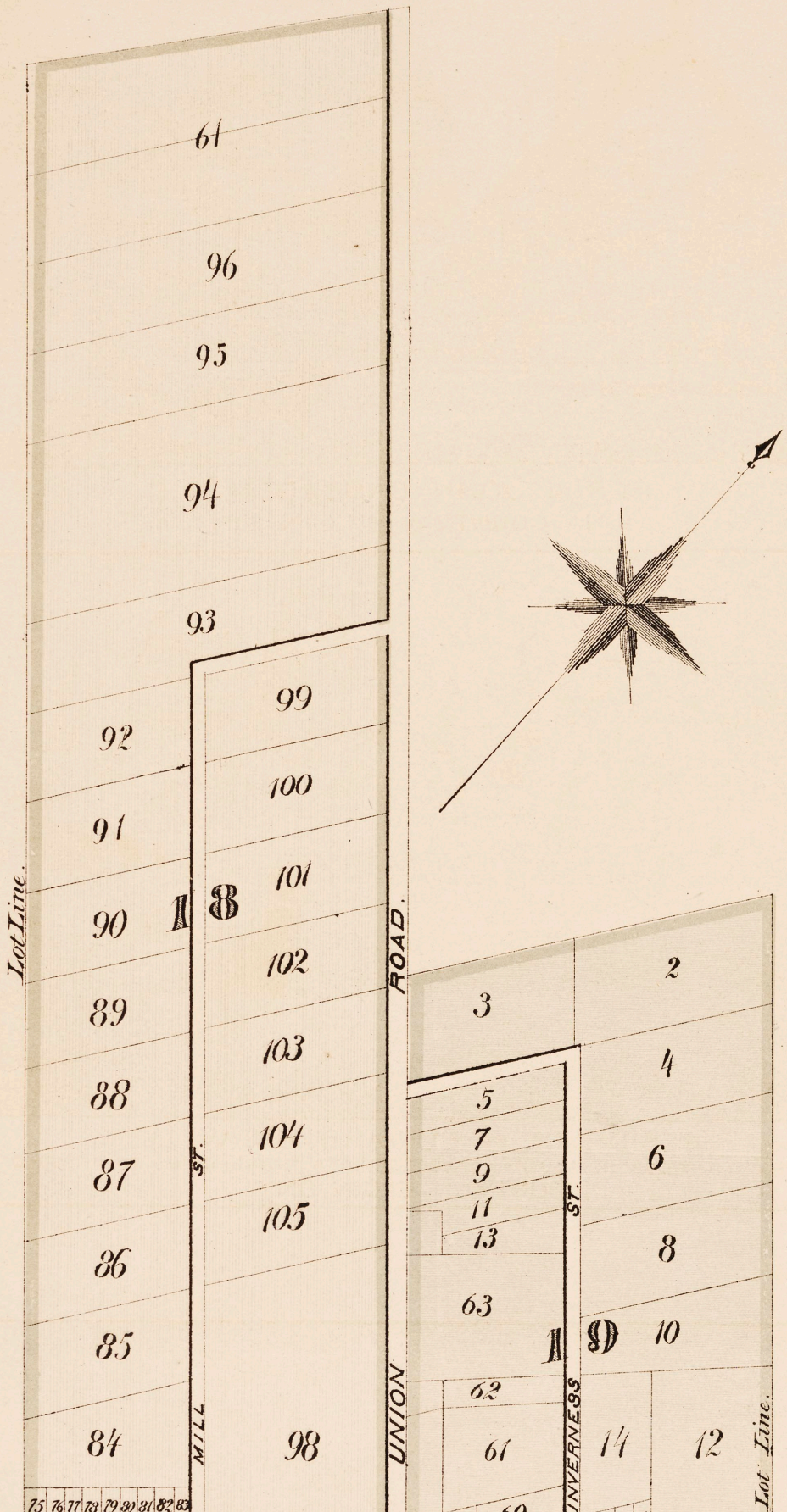
RESIDENCE OF EDWARD BURWELL.
1ST CONCESSION SOUTH OF TALBOT ST. LOT 4. TOWNSHIP OF SOUHTWOLD
COUNTY OF ELGIN, ONT.



RESIDENCE OF WILLIAM STAFFORD.
TALBOT ST. NORTH, TOWNSHIP OF SOUTHWOLD, COUNTY OF ELGIN, ONTARIO.

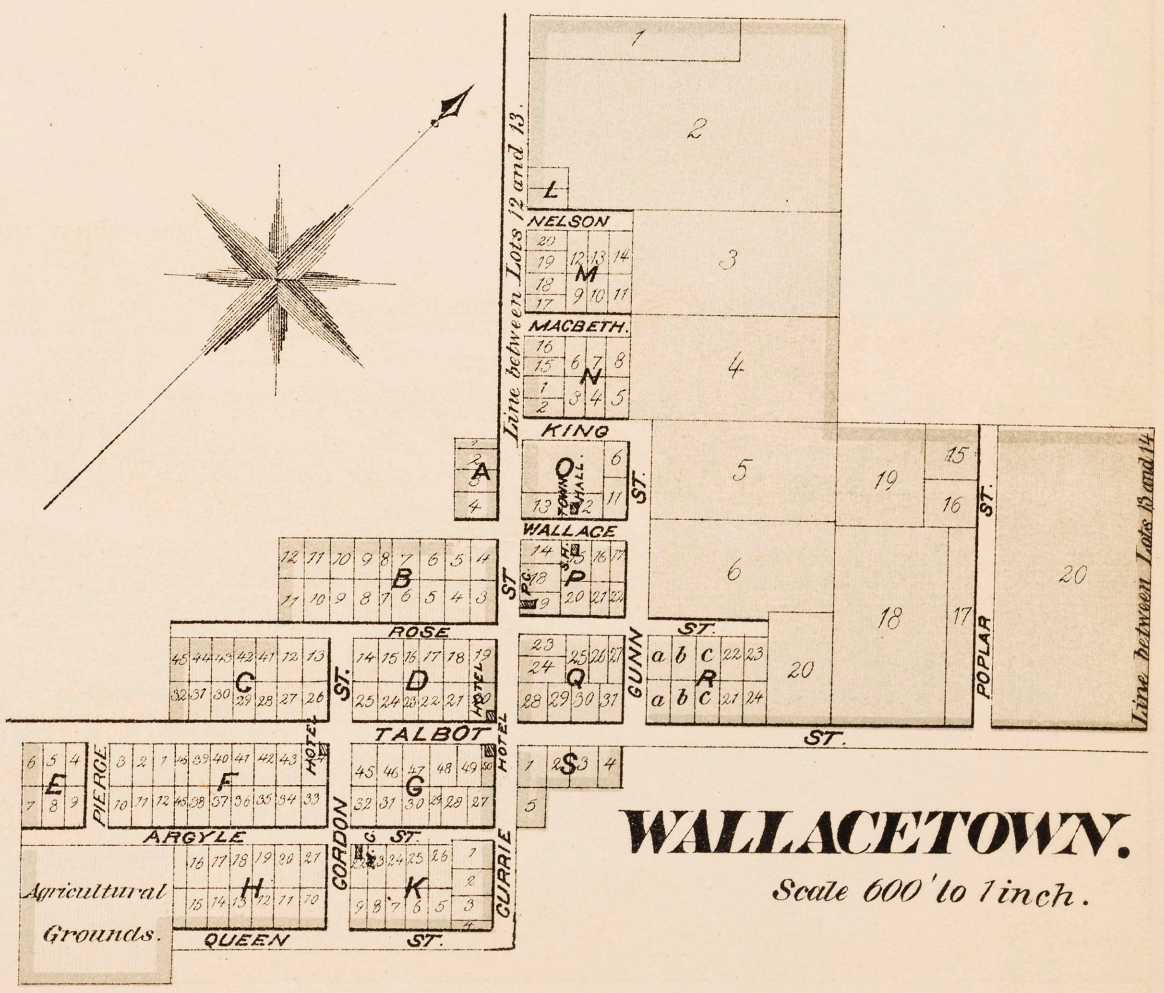
STRAFFORDVILLE

Scale 600 ft to 1 inch.



FINGAL.

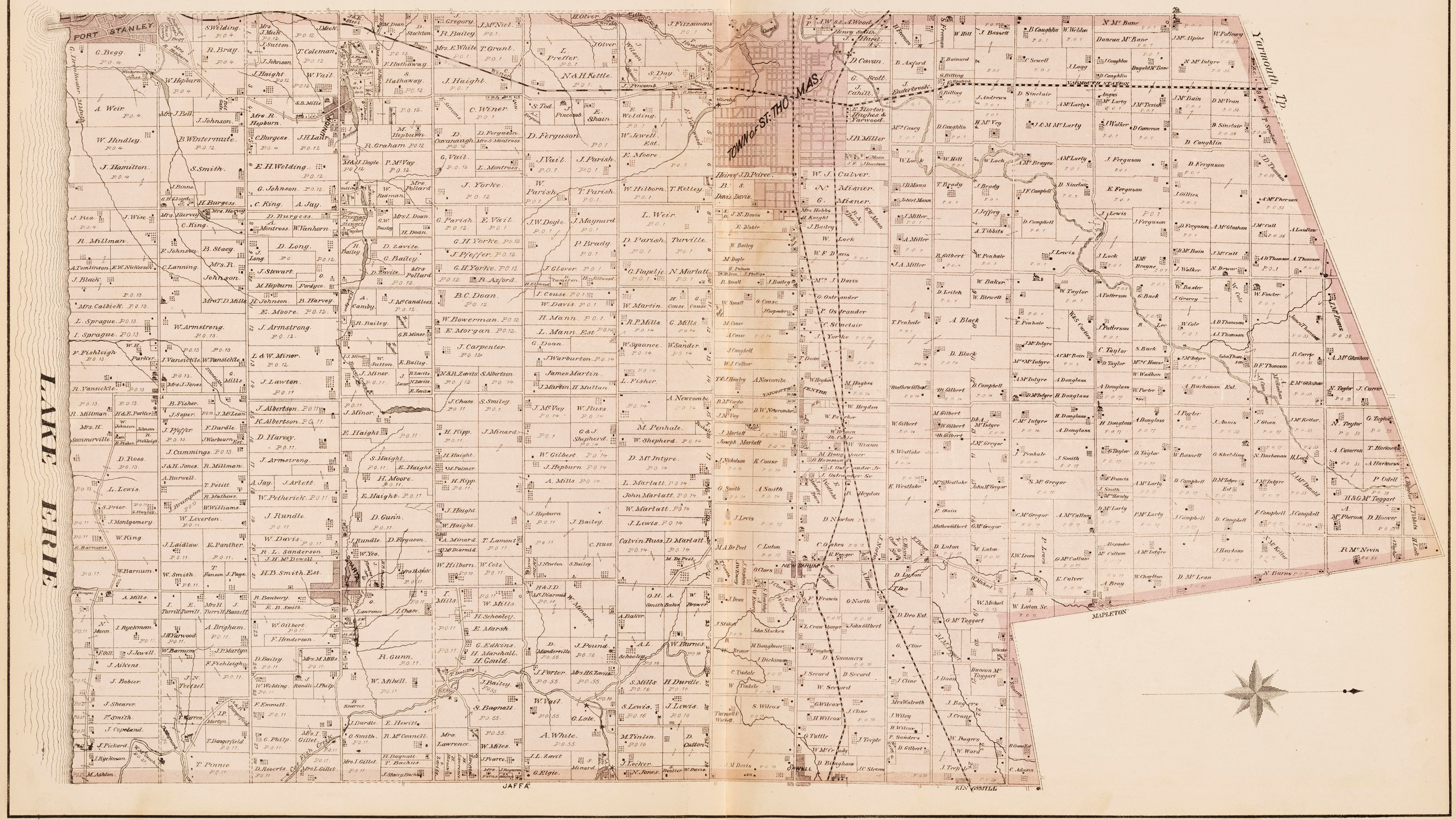
SCALE 600 FT. TO 1 IN.



WALLACETOWN.

Scale 600 to 1 inch.

YARMOUTH


PORT STANLEY
LAKE ERIE
TOWN OF ST. THOMAS
YARMOUTH STATION
Yarmouth Tp.
MAPLETON
JAFFA
KINGSMILL
NEW SARUM
CENTRE
YARMOUTH

SPARTA

Scale 600'=1inch.

Line bet. Lots 20 and 21

Line bet. 21 and 22.

UNION

Scale 600'=1inch.

IONA

Scale 600'=1"

BISMARK AND LORNE

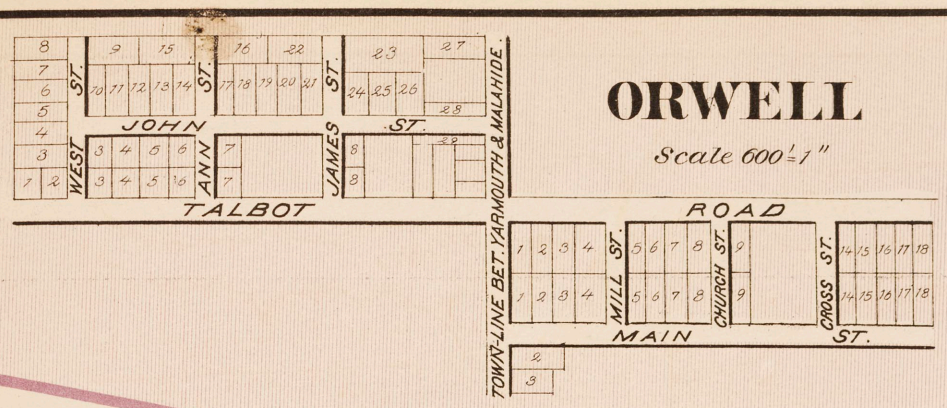
Scale 600'to1"

DUTTON

Scale 600 ft.=1in.

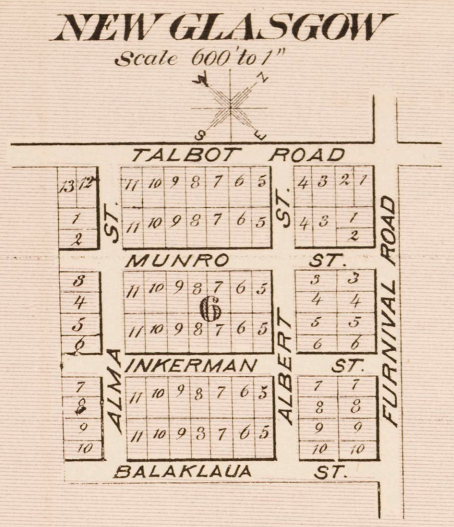
ORWELL

Scale 600 ft = 1 in.



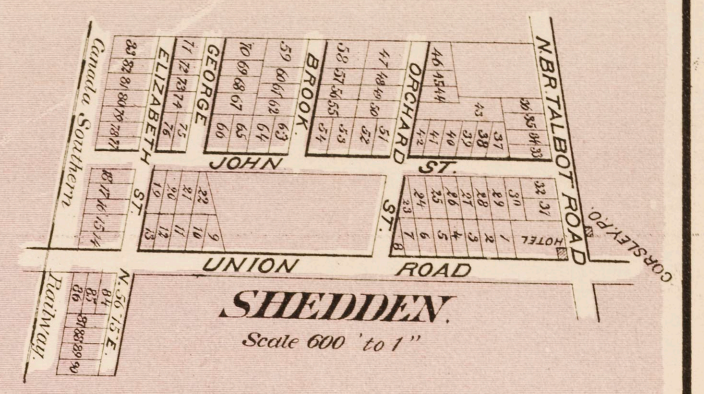
NEW GLASGOW

Scale 600 ft to 1"



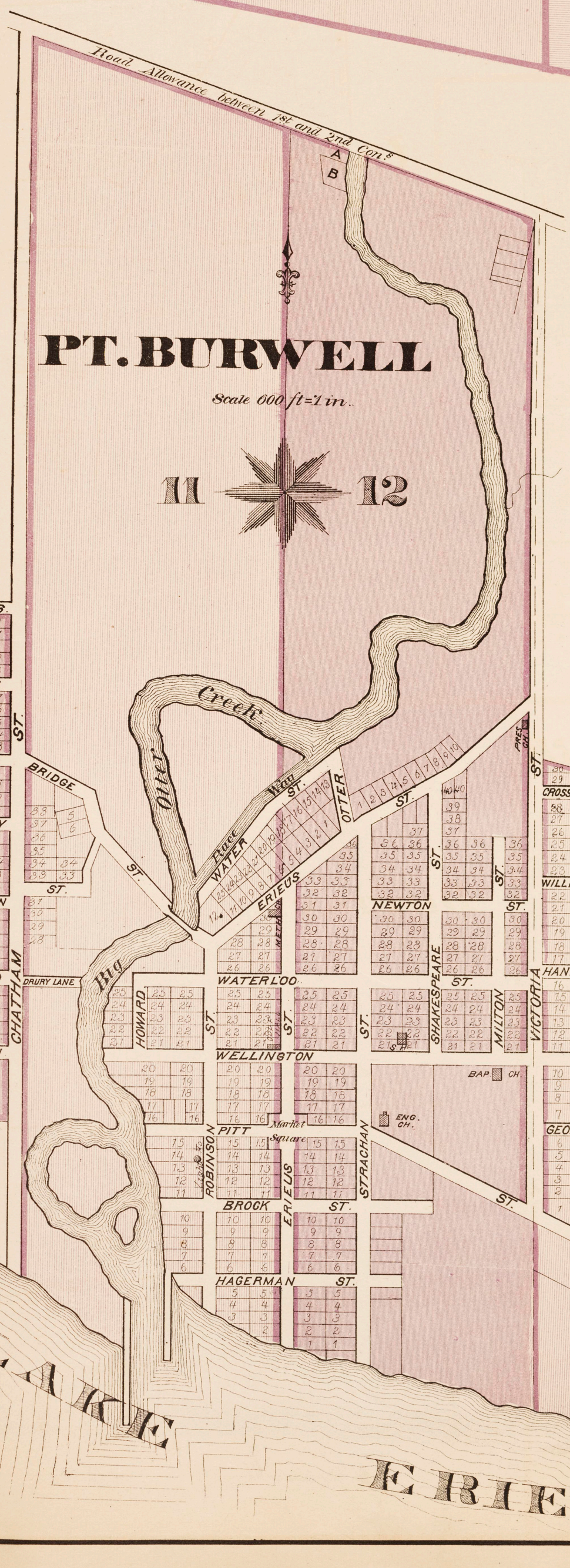
SHEDDEN

Scale 600 ft to 1"



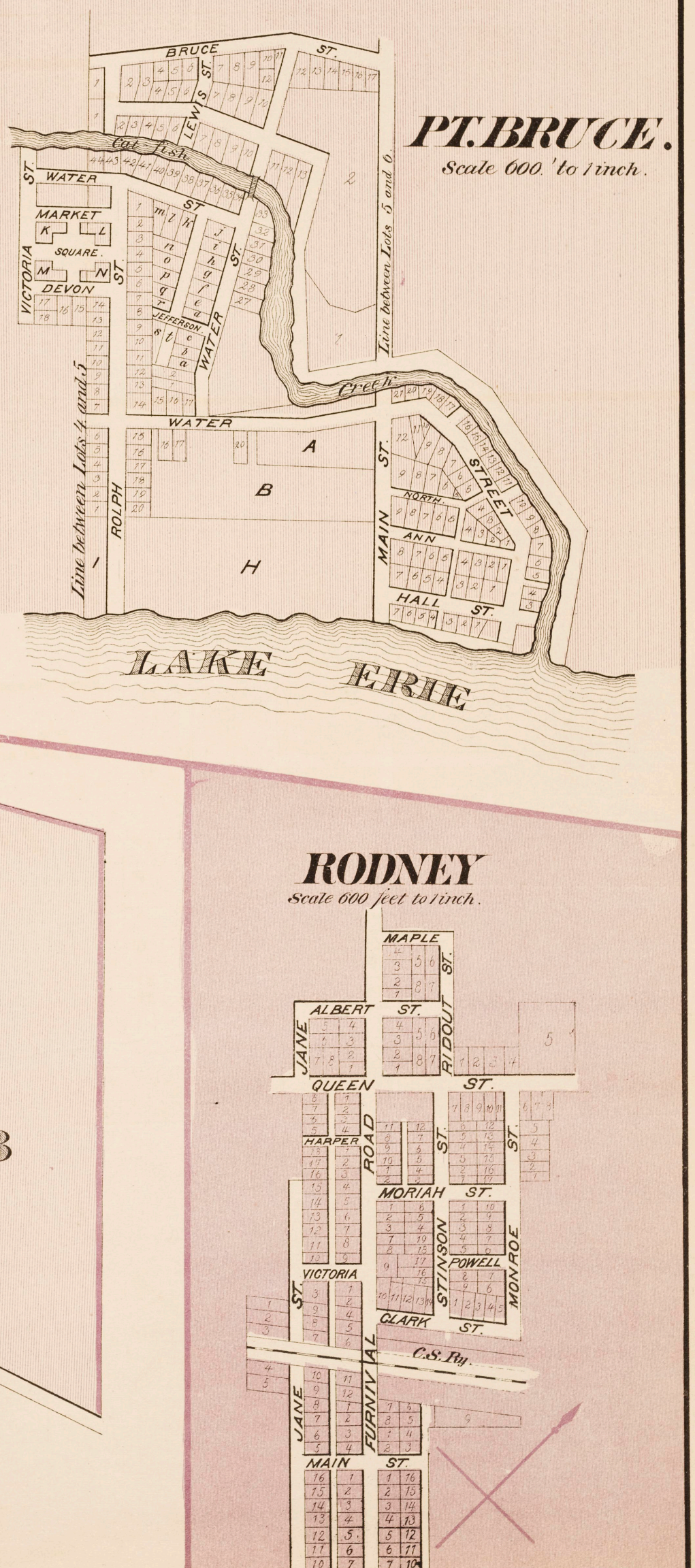
PT. BURWELL

Scale 600 ft = 1 in.



PT. BRUCE

Scale 600 ft to 1 inch.



RODNEY

Scale 600 feet to 1 inch.

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REFERENCE.

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II. Yarmouth Township.

ST PATRICK'S WARD.

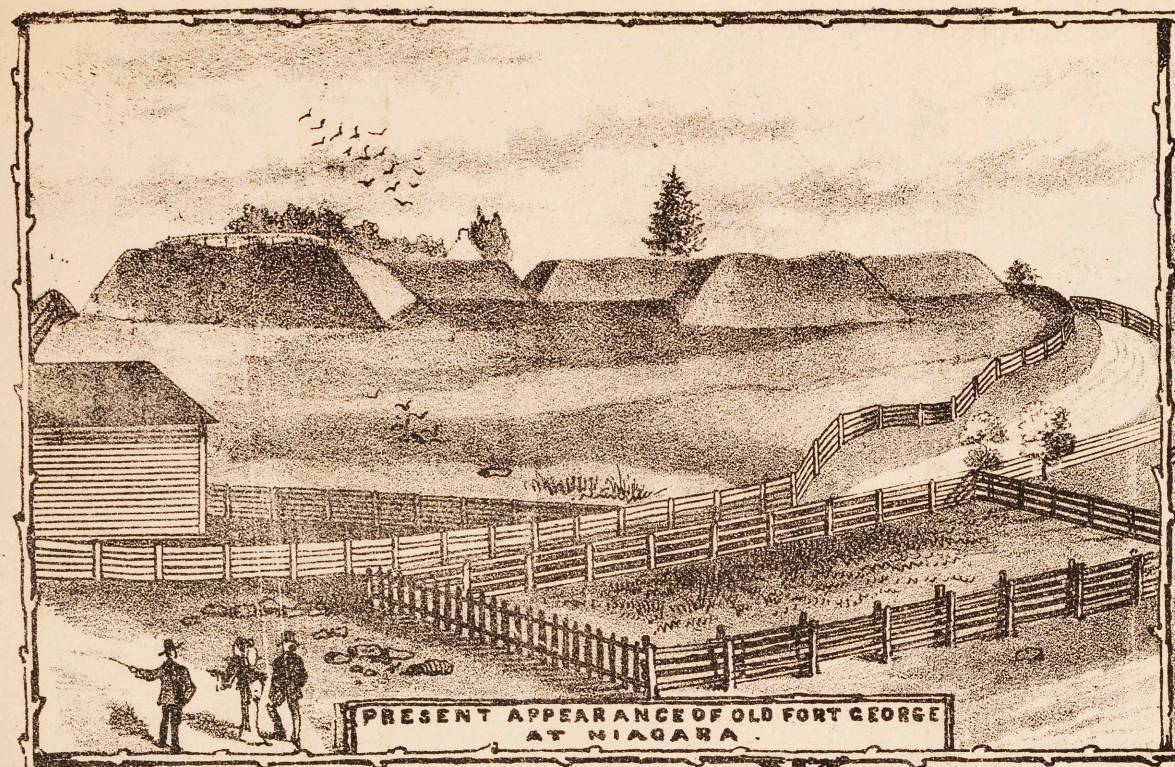
REFERENCES

I. White, Mitchell & Southwick.
II. Wilson,
III. Benj. Drake,
IV. J.E. Denison,
V. J.N. Wilson,
VI. J.H. Blachwood.

ST DAVID'S WARD.

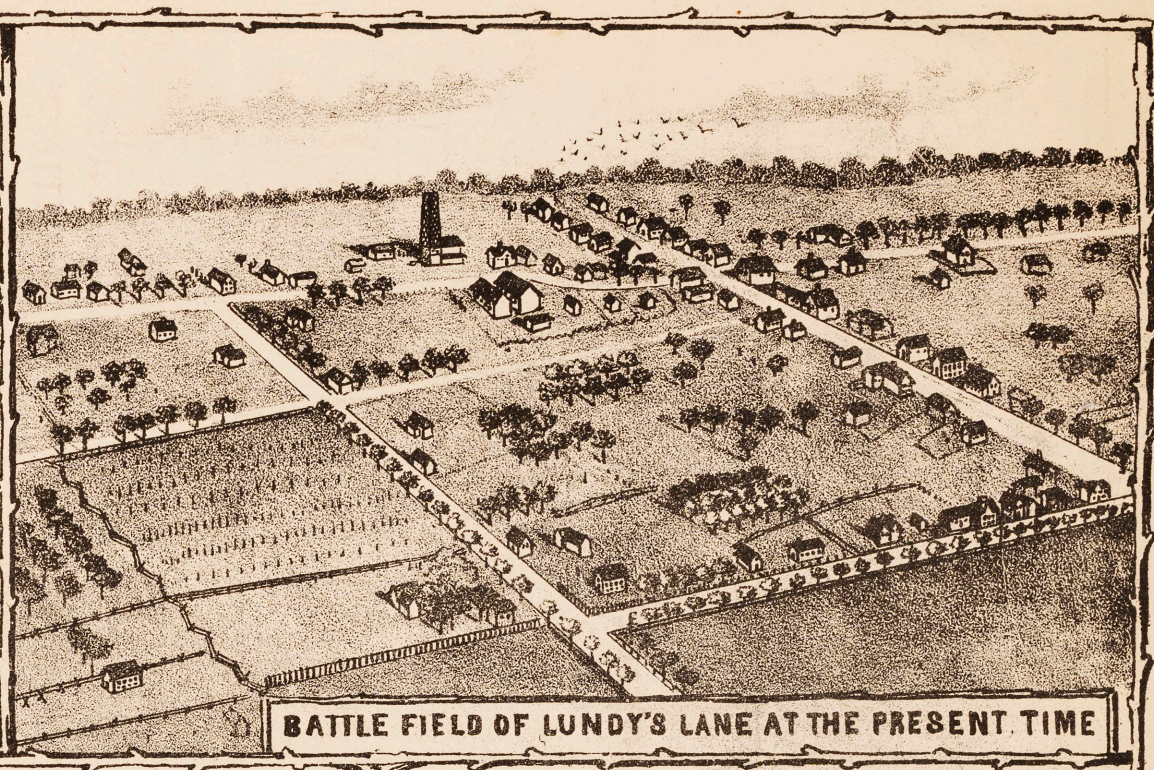
REFERENCES.

I. Can. Son. Ry. Survey.
II. Miller.
III. Horton & Caughlin.
IV. J.E. Smith.
V. J.H. Smith.
VI. Horton, Yarwood & H.
VII. Barnes, Montrass & A.
VIII. Southwick.
IX. Atwill.

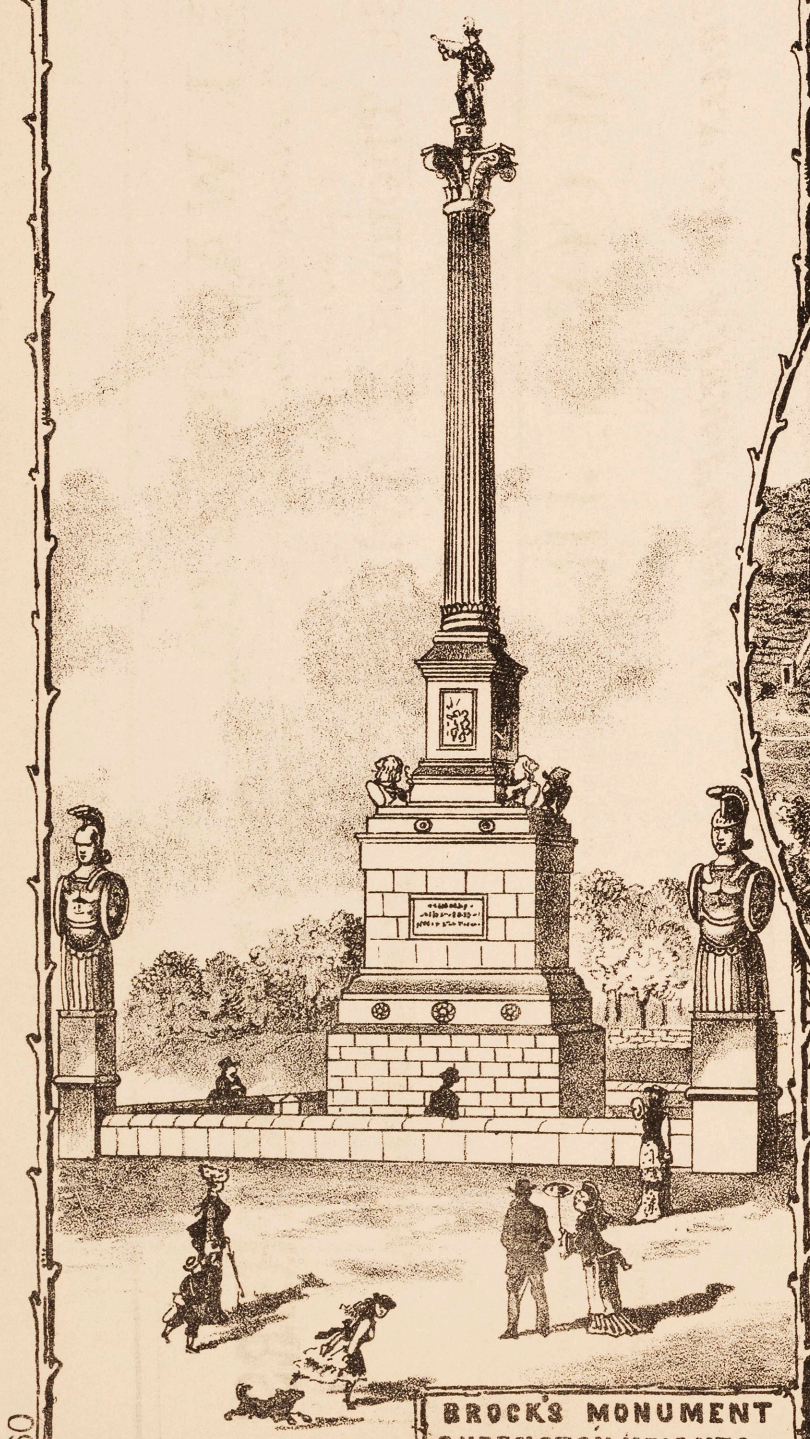


PRESENT APPEARANCE OF OLD FORT GEORGE AT NIAGARA.

WHERE GEN. BROCK FELL



BATTLE FIELD OF LUNDY'S LANE AT THE PRESENT TIME



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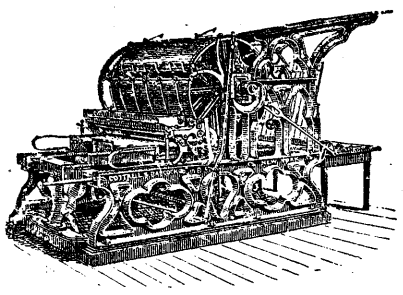

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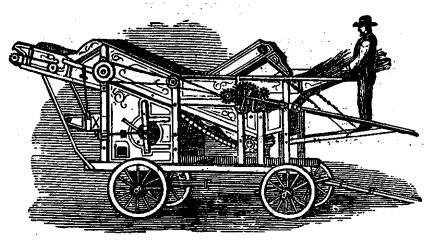

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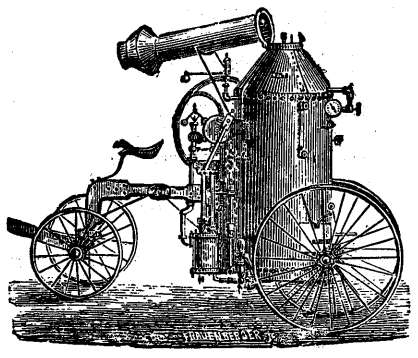

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