DIRECTORY
OF THE
UNITED COUNTRIES
OF
PETERBOROUGH & VICTORIA
FOR
1858.

CONTAINING
ALPHABETICAL DIRECTORY
OF THE
INHABITANTS OF THE TOWNS OF PETERBOROUGH & LINDSAY,
AND OF THE
Principal Inhabitants and Business Men
OF THE VILLAGES THROUGHOUT THE COUNTIES;
TOGETHER WITH A
BRIEF HISTORY OF THE COUNTIES,
STATISTICAL TABLES

TO WHICH IS ADDED, A LARGE AMOUNT OF
INFORMATION RELATIVE TO THE PROVINCIAL DEBT,
IMPORTS AND EXPORTS,
REVENUE EXPENDITURE, &c., &c.

PETERBOROUGH:
Published by T. & R. White, Printers and Stationers.
DIRECTORY
OF THE
UNITED COUNTIES
OF
PETERBOROUGH & VICTORIA
FOR
1853.

CONTAINING
ALPHABETICAL DIRECTORY
OF THE
INHABITANTS OF THE TOWNS OF PETERBOROUGH & LINDSAY,
AND OF THE
Principal Inhabitants and Business Men
OF THE VILLAGES THROUGHOUT THE COUNTIES;

TOGETHER WITH A
BRIEF HISTORY OF THE COUNTIES,
STATISTICAL TABLES
SHOWING THEIR RISE AND PROGRESS—THEIR LUMBERING AND AGRICULTURAL
RESOURCES—THE NAMES OF THE POST OFFICES AND THE
DIFFERENT POST ROUTES, &c.

TO WHICH IS ADDED, A LARGE AMOUNT OF
INFORMATION RELATIVE TO THE PROVINCIAL DEBT;
IMPORTS AND EXPORTS,
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PETERBOROUGH:
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INTRODUCTION.

That a prophet hath honour save in his own country, is as true as the parent of the proverb was wise. An every day familiarity with persons is apt to lesson our appreciation of them, in so far as that appreciation may have assumed the character of reverence or admiration. And as it is with persons so it is with localities. The residents of a place, as a rule, are seldom the best judges of its excellent points. A too great familiarity with them engenders indifference, and unless they are obtrusively poked under their very nose they are apt to be overlooked.

Impressed with the truth of this, we have ventured the issue of the Directory, in the hope that by grouping together the main features of those Counties we may excite in those who reside in them, not less than in persons abroad, and who may for the first time have learned ought of our characteristics, a due appreciation of the innate value of our resources. Should we succeed in this, our object will have been gained, and our labour be well spent.

We are apt sometimes to depreciate our own position, and look gloomily on the prospect which the future presents. A careful examination of the Tabular Statements, for the information contained in which we are under deep obligations to the County Clerk and the different Township Clerks, will show that while some Counties in the West may have presented a more striking example of sudden prosperity, few have advanced more steadily, while the average of Upper Canadian prosperity has not been so great. That we have advanced as rapidly as, had nature's handiwork been energetically taken advantage of, we might have done, no one can pretend to say. Divided counsels have here as elsewhere often marred our prospects. May we not hope that a better policy will guide our energies in the future, and that the immense resources with which nature has endowed us, may receive that development at our hands which an instinct of selfishness—a strong motive power—should prompt us to give them.

The gentlemen who so kindly assisted us with information will please accept our thanks. To Captain Rubidge, we feel deeply grateful for the use of Parliamentary and other papers, from which we have derived most valuable assistance in compiling the historical part of the work.
HISTORICAL.

Prior to the year 1818, that portion of the Country lying north of Rice Lake, now comprised within the United Counties of Peterborough and Victoria, was unknown to civilized settlement—the hunting ground of the aborigines of the Country. In that year a number of English families, from the County of Cumberland, took advantage of the survey then being made of the township of Smith, and settled upon the communication road. What were the privations of those sturdy pioneers of settlement, who, unused to their new mode of life, had ventured thus far back to conquer the forest, and carve out for themselves a competency amidst the unsettled and uncultivated regions of this Country, may be easily imagined. Separated from intercourse with the world abroad by an almost impassable barrier of dense forest; deprived of the ordinary appliances of civilized life; without a mill to reduce their grain to flour; with nothing but their axe and a sturdy spirit of indomitable perseverance to depend upon; they settled in this new land, and trusting upon God and their own energies, determined to overcome the host of difficulties that stared them in the face. As a substitute for a mill, it is said that they cut a hole in the top of a large pine stump, as a mortar, and using for pestle a heavy piece of wood, attached to a lever similar to what may now be seen at farm wells, pounded the grain; while others were content with simply boiling the wheat with milk.

About the year 1822, a Mr. Scott, a millwright, who had the year previous erected a mill at Cobourg, erected one, or an apology for one, on the site now occupied by that owned by Mr. Wallis. The Building had a saw mill at one end, a couple of run of stones at the other, and below, a still where unrectified whiskey was manufactured and supplied to the few settlers who would drink it, and to the Indians. Miserable, however, as was this apology for a mill, it was still an important step onward; and although it is of record that one of the settlers in Smith had to carry his bag of wheat no less than sixteen times on his back to the mill before he could get it ground, yet it was a good change from the primitive idea of a pine pestle and mortar.

In the year 1825 a considerable accession to the population took place by what was familiarly known as the Robinson Emigration. As early as the year 1822, the attention of the British Parliament was seriously directed to the subject of Emigration to the Colonies. As a result of this, in 1823 a regular scheme of Emigration was organized and entrusted to the Hon'ble Peter Robinson. The emigrants of that year settled in the Bathurst District; but the second Emigration, that of 1825, principally from the South of Ireland, was settled in the Townships of Douro, Smith, Otonabee, Asphodel, Ennismore, Emily and Ops. In the evidence given by Mr. Robinson before the Parliamentary committee of the House of Commons in May 1827, occurs a description of the route from
Lake Ontario to the present Town of Peterboro', which, as indicating the then condition of the country, may be interesting to the reader. "On the 11th August," said Mr. Robinson "I embarked five hundred on board of a steam-boat, and landed them the next day at Cobourg on Lake Ontario, a distance of one hundred miles; the remainder of the settlers were brought up in the same manner, the boat making a trip each week. Our route from Cobourg to Smith, at the head of the Otonabee River, lay through a country as yet very thinly inhabited; the road leading from Lake Ontario to the Rice Lake (12 miles) hardly passable, and the Otonabee River in many places very rapid, and the water much lower than it had been known for many years. The first thing I did was to repair the road, so that loaded waggons might pass; and in this work I received every assistance from the magistrates of the District, who gave me fifty pounds from the District funds; and this sum, together with the labour of our people, enabled me to improve the road in ten days so much that our provisions and baggage could be sent across with ease, and three large boats were transported on wheels from Lake Ontario to the Rice Lake. The Otonabee River is navigable for twenty-five miles, although in many places it is very rapid, and at this season there was not water enough to float a boat of the ordinary construction over some of the shoals. To remedy this difficulty, I had a boat built of such dimensions as I thought might best answer to ascend the rapids, and had her completed in eight days. So much depended upon the success of this experiment that I felt great anxiety until the trial was made; and I cannot express the happiness I felt at finding that nothing could more fully have answered our purposes, and this boat, sixty feet in length and eight feet wide, carrying an immense burden, could be more easily worked up the stream, than one of half the size carrying comparatively nothing. Now that I had opened the way to the depot at the head of the river, there was no other difficulty to surmount than that which arose from the prevailing sickness, the fever and ague, which at this time was as common among the old settlers as ourselves. The first party I ascended the river with consisted of twenty men of the country, hired as axe-men, and thirty of the healthiest of the settlers: not one of these men escaped the ague and fever, and two died. * * * The location of the Emigrants, by far the most troublesome and laborious part of the service, was completed before the winter commenced, and I had a small log house built for each head of a family, on their respective lots, where they reside."

As already observed, this Emigration was conducted under the auspices and at the expense of the British Government. The expenses attending it amounted to £21 5. 4. sterling per head. Each head of a family was located upon 100 acres of land. He had a small log House built for him, and was furnished with 15 months provisions. In addition to these he received 1 cow, 1 American axe, 1 auger, 1 handsaw, 1 pickaxe, 1 spade, 2 gimlets, 100 nails, 1 hammer, 1 iron wedge, 3 hoes, 1 kettle, 1 frying pan, 1 iron pot, 5 bushels seed potatoes, 8 quarts Indian corn; and if they were very poor, blankets in the
proportion of one to each grown person, and one among three children. The number of persons actually located by Mr. Robinson in 1825 in this District, was 1,878: 621 men, 512 women, and 745 children. The result of the first year's labour, given by Mr. Robinson in his evidence before the Parliamentary Committee, was as follows:

- 1386\frac{3}{4} acres of Land cleared and fenced at £4 per acre £5,548
- 67,799 bushels of Potatoes, at 1s. £3,389 19 0
- 25,623 bushels of Turnips, at 6d. 640 11 6
- 10,438 bushels of Indian Corn, at 2s. 6d. 1,395 16 3
- 363\frac{3}{4} acres of Wheat, sown in the autumn of 1826, at £2 per acre 828 0 0
- 9,067 lbs. of Maple Sugar, at 4d. 151 2 4
- 40 Oxen, purchased by their labour, at £7 each 280 0 0
- 80 Cows, ditto, ditto, at £4 10. each 360 0 0
- 166 Hogs, ditto, ditto, at 15s. each 124 10 0

Halifax Currency £12,524 19 0

It has been said of this emigration, or more properly of the plan upon which it was conducted, that it proved abortive; that the Emigrants contented themselves with living upon the produce given them by the Government, trusting in Providence, rather than in their own well directed labours, for the future. But the above statement of the result of their first years labours in the wilds of America, furnishes an effective refutation of this statement, and justifies, to the fullest extent, the character for industry which their chief on every occasion gave them. Among the tabular statements will be found a detailed account of the Emigration under the auspices of the Hon'ble Peter Robinson, to which, as being the first settlement upon an extensive scale in these counties, considerable interest naturally attaches.

In the year 1826, His Excellency Sir Peregrine Maitland, then Governor of the Province of Upper Canada, who had taken a deep interest in the Immigrations of 1823 and 1825, visited the new settlements in this District. Addresses, breathing a spirit of deep gratitude to the Government for their removal to this Country, a high appreciation of the kindness and constant solicitude for their welfare evinced by Mr. Robinson, and a warm attachment to the British Throne, were presented by the Emigrants settled in the Townships. One address, a verbal one, from the English settlers on the communication road of Smith, pointed out, in unmistakable terms the great advantage that would accrue to the settlement, if a good mill were erected in the stead of the apology already alluded to. His Excellency appears to have taken the hint, for immediately afterwards the mill, now known as Martyn's, was erected under the superintendence of Mr. McDonell, and at the Government expense. So important an acquisition to the comforts of the settlers was duly appreciated.
by them, as the addresses to the Earl of Bathurst, then Colonial Secretary, in the following year, amply testified. This Mill was afterwards sold to Messrs. Hall and Lee who continued to work it for many years.

During the same year, a number of gentlemen, settlers in the district, met together for the purpose of deciding upon a name for the new Town, the reservation for which had been made as early as 1818, and the survey of which had been completed in 1825. The choice was not difficult to make. The eminent services of the Hon'ble Peter Robinson in the settlement of the country, and the high estimation in which he was held by all who had come in contact with him, suggested the propriety of a more lasting tribute being paid to his name. Hence the choice of the name "Peterborough," a name which continually calls to mind the services of one, who though laying no claim to being the founder of this little Colony, was justly entitled to be considered as among the most active promoters of its settlement.

The embryo Town soon gave indication of progress. In a letter written by Lieut. Rubidge, R. N., then a resident in the Township of Otonabee, in 1828, addressed to Captain Hall, and inserted by him in his travels in North America, published in 1829, occur these passages. "A Town is growing up near me, roads are improving, bridges are built; one of the best mills in the Province is just finished at Peterborough, and another within three miles of me. Boards, and all description of lumber, are cheap, about five dollars for 1,000 feet, four saw mills being in operation. Stores, a tannery, distillery, and many useful businesses, are established or on the eve of being so at Peterborough." "I was the first settler in the Township of Otonabee, and almost before a tree was cut down; now there are nearly two thousand acres cleared, and 125 families, consisting of 500 souls. On parallel lines, at the distance of three quarters of a mile apart, roads, of from 33 to 66 feet wide, are cut and cleared out by the parties owning the land all through the Township." "This last winter very nearly 5000 bushels of wheat have been taken in by store keepers at Peterborough alone. Only three or four years ago flour was transported back there, so that no doubt can exist of the increased quantity a few years will produce. Through the goodness and paternal consideration of His Excellency, Sir Perigrine Maitland, an excellent mill has been erected at Peterborough, which is the greatest blessing to the settlers and the country, and will be the means of the adjacent townships filling up rapidly. In the Town itself, which, less than three years ago, had but one solitary house in it, now may be seen frame Houses in every direction, and this summer twenty additional ones will be erected."

Such was Peterborough and its vicinity in 1828, ten years after the first settlement by the Cumberland Emigrants, and within three years of the Irish Immigration under Mr. Robinson. Pass we now over another period of ten years, during which the rising Town and the now become flourishing Townships had progressed most favourably. Referring to a pamphlet published by Lieut.
Rubidge, R. N., and intended for the information of intending Emigrants, we have an account of the Town and country around it 1838. Speaking of the rapid progress of Towns in Canada, our pamphleteer says: "Peterborough especially is an instance of this. In 1826, it contained but one solitary dwelling; now, in 1838, may be seen nearly 400 houses, many of them large and handsome, inhabited by about fifteen hundred persons, a very neat stone church, capable of accomodating 800 or 900 persons; a Presbyterian Church of stone, two dissenting places of worship, and a Roman Catholic Church in progress. The Town has in or near it, two grist and seven saw mills, five distilleries, two breweries, two tanneries, eighteen or twenty shops called stores, carriage, sleigh, waggon, chair, harness, and cabinet makers, and most of the useful trades. Stages run all the year, bringing mails five times a week; and steamboats, while the navigation is open; there is one good tavern (White's), and two inferior ones. Families now find houses of any size to suit them, at moderate rents. The roads in this neighbourhood are being greatly improved."

On the Rice Lake two steamboats, the Sir Francis Head and the Northumberland, ply during the season. The sum of £ 94,000 was granted in the winter of 1836, and 1837, by the Provincial Legislature, for the improvement of the navigation of the River Trent, and the works at the Upper and Lower Sections have been put in progress."

The country along the entire route is settling fast, particularly the fine Townships of Seymour, Otonabee, Monaghan, Cavan, Douro, Smith, Percy, Asphodel, Ops, Emily, Ennismore, Verulam, Fenelon, Bexley, Sommerville, and Harvey. At Fenelon Falls, which are sixteen feet high, on a smaller scale like the Horse-shoe fall of Niagara, there in a large establishment of mills; and here, and in the townships bordering on the superb chain of Lakes, forming the inland communication, and connected with the Trent and Otonabee Rivers, are settled a great number of young men, sons of good families in the United Kingdom."

The export of wheat alone from the Townships north of Rice Lake, about 5,000 bushels in 1827, had reached 150,000 bushels in 1838; furnishing a most incontestible proof of the rapid progress of the country.

In the year 1833, the project of connecting the waters of Lake Simcoe with those of Ontario by means of a Canal passing through Rice Lake and the Bay of Quinte, was generally discussed, and received the attention of the Government. Mr. N. H. Baird, Civil Engineer, was appointed by his Excellency Sir John Colborne to make a survey of the waters connecting those two Lakes with a view of deciding upon the eligibility of the route for that purpose. He entered upon the work in 1833, and in that year completed the survey of the Trent and Otonabee Rivers. Having received further instructions, he resumed the survey in 1836, and continued it from Peterboro' via the Otonabee, and back waters to Lake Simcoe. This report of his surveys were exceedingly favourable. The recapitulation of them, as interesting to day as at the time it was first made, was as follows:—
<table>
<thead>
<tr>
<th>SEC.</th>
<th>DESCRIPTION OF ROUTE.</th>
<th>MILES</th>
<th>RISE.</th>
<th>DAMS</th>
<th>LOC.</th>
<th>AMOUNT.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1</td>
<td>From Rice Lake to Peterborough, including the bar at the mouth of the Otonabee, Danger's Field, Robinson's and Yankee Bonnet Shallows, Whitlaw's Rapids, &amp;c.</td>
<td>21 22</td>
<td>46</td>
<td>2 1</td>
<td>4,246 19 0</td>
<td></td>
</tr>
<tr>
<td>No. 2</td>
<td>From Peterborough to Clear Lake, including the Nine-mile Rapids, Herriott's Rapids, Katchewanoe Lake, and Young's Rapids.</td>
<td>13 34</td>
<td>6</td>
<td>11</td>
<td>66,524 14 1</td>
<td></td>
</tr>
<tr>
<td>No. 3</td>
<td>From Young's outlet of Clear Lake to Bobcaygeon, including Clear and Stoney Lakes, Peninsular Falls, Burleigh Chutes, Buckhorn's Rapids, Buckhorn's Lake, Chemong and Pigeon Lakes</td>
<td>31 40</td>
<td>38</td>
<td>2 5</td>
<td>21,102 2 5</td>
<td></td>
</tr>
<tr>
<td>No. 4</td>
<td>From Bobcaygeon to Cameron's Falls and Balsam Lake Portage, including Sturgeon Lake, with Bobcaygeon Rapids, Shallows above Rapids, Dam there, Dam at or below mouth Little Bobcaygeon, navigation of Sturgeon Lake, Cameron's Falls and Shallows, Cameron's Lake, Balsam Rapids and Balsam Lake.</td>
<td>26 24</td>
<td>0</td>
<td>3 5</td>
<td>22,546 16 2</td>
<td></td>
</tr>
<tr>
<td>No. 5</td>
<td>From Balsam Lake to Lake Simcoe, including collateral Cut to Talbot River, Locks thereon, Clearing of Flood Wood, and piers at the mouth of Talbot Harbour</td>
<td>16</td>
<td>118 5</td>
<td>12</td>
<td>121,212 18 1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amounting to.</td>
<td>235,643</td>
<td>9 10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lock Master's Houses, &amp;c.</td>
<td>2,600</td>
<td>0 0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>238,243</td>
<td>0 10</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

To which add contingencies of management, &c. 10 per cent. 23,824 6 6

Total Amount of Estimate 262,067 16 4

The estimate for the works east of Rice Lake upon the River Trent was £233,447 6s. 1ld. which added to the estimate, a detail of which is published above, made the entire proposed cost of opening up an uninterrupted Water Communication between the Bay of Quinte and Lake Simcoe, a distance of about 165 miles, and 706—4 feet of lockage, £495,515.

Mr. Baird, however, appears to have feared that the amount of the estimate might deter the Government from prosecuting the work, to which he attached very considerable importance. He therefore made the suggestion that
only the least expensive sections of the Canal should be at once proceeded with, and the other portions Railwayed, "for which," says the report, "it is rather remarkable, the whole ground of these intermediate sections affords the most favourable opportunity for construction that can be imagined or wished for, any descent that is being in the proper direction and easy of construction. The estimate of the probable expense of forming a connection between Lake Simcoe and the Bay of Quinte, on the double principle of Railway and Canal, was as follows:

<table>
<thead>
<tr>
<th>From the Bay of Quinte to Widow Harris'</th>
<th>Mls.</th>
<th>£</th>
<th>s</th>
<th>d</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widow Harris' to Percy Landing</td>
<td>21</td>
<td>17,500</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percy landing to head of Heely Falls</td>
<td>11</td>
<td>14,114</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Heely Falls to Peterboro' Basin</td>
<td>56</td>
<td>12,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Peterboro' to Chemong Lake</td>
<td>8</td>
<td>21,359</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Chemong Lake to Balsam Lake</td>
<td>40</td>
<td>15,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Balsam Lake to Talbot River</td>
<td>13</td>
<td>33,362</td>
<td>17</td>
<td>4</td>
</tr>
<tr>
<td>Thence along River to Lake Simcoe</td>
<td>24</td>
<td>27,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Across Lake Simcoe to Narrows</td>
<td>22</td>
<td>7,450</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Narrows to Lake Huron, say</td>
<td>15</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Making in all</td>
<td></td>
<td>177,786</td>
<td>13</td>
<td>8</td>
</tr>
</tbody>
</table>

To which add for Contingencies, Management, &c.: 17,773 12 10

Making a Total of 195,565 6 6

The objection of transhipment, an almost insuperable one in the double scheme, Mr. Baird proposed to get rid of thus:—"With the view of doing away with the only, at least the chief objection to the expedient system—the idea of frequent transhipment, I would propose that long and substantial steamers, of particular construction, should regularly ply to and from on the intermediate water communication, and so arranged as to admit of the train of cars being transported at once, with their loadings, direct either for Lake Huron, or Lake Simcoe, as the case may be, and which I am satisfied can be done in such a way as to be practically useful, and serve well the present, and until such time as it may be deemed proper to put the lockage system in execution, the prospective wants of the country."

This project, great as was the interest which attached to it at the time, was never carried out. Some £20,000 odd was expended upon the River Trent works; and the Lock at Peterboro' basin, proposed by Mr. Baird, was constructed; but the troubles of 1837 and 1838, and the changes which immediately succeeded, prevented the full execution of the project of connecting the waters of Simcoe with the Bay of Quinte. The necessity for such a work, however, has never been lost sight of. Within the last two or three years the project of connecting the waters of Huron with those of Ontario or the St. Lawrence, with the view of directing the immense and growing trade of the Western States through Canadian channels—its natural outlet—has engaged the attention of the people and Press not only of Canada, but of Chicago and the Western
States. Two projects to that end are before the public: the one to connect the Georgian Bay with the City of Toronto, preliminary surveys of which have already been made, attesting it to be a work of great, though by no means insuperable difficulties; and the other to connect Lake Huron with the Ottawa, a project to which Mr. Walter Shanley, one of our ablest Provincial Engineers, has given his adhesion. But it is quite evident that neither of these schemes, important as they unquestionably are, can for a single moment compare with that projected in 1833, to which reference has been made. The first, in addition to the immense expense of the work, $25,000,000, owing to the heavy cuttings that require to be made, and the great engineering difficulties that must be surmounted, offers but problematical advantages as a national work. That it would prove of very great advantage to the City of Toronto, and divert much of the Western trade through that City, is undoubted; but when that has been said, the main argument has been advanced that can be advanced in its favour. It opens up no new country; and the produce once on Ontario, via Toronto, stands equal chance of finding its way to the Atlantic through American as through Canadian channels. The second proposal, that of connecting the waters of Lake Huron with those of the Ottawa, stands deservedly high as a national enterprise. If constructed, it would open up an immense section of country, now absolutely useless, and it would have the effect of placing Canadian channels far before any other for the conveyance of the Produce of the West to the markets of Europe; advantages which cannot be overlooked in the construction of this National work. But the heavy outlay required on such a work, is likely to retard its completion for many years. The route via Peterborough and the Trent, while offering advantages almost equal to those of the Ottawa Canal, as regards the opening up of the Country and the development of the trade by the St. Lawrence, is so much less expensive as to offer much greater prospect of immediate construction. The advantages of the Trent Route were thus epitomised in a letter recently addressed by W. S. Conger, Esq., to the Chief Commissioner of Public Works:

"First.—It is shorter and more direct than any other—except the Toronto and Georgian Bay, which, from its great cost, may be set down as impracticable from Chicago and the Sault Ste. Marie to the seaboard, whether via Montreal and Quebec, or Portland, or New York.

"Secondly.—It passes through a rich and fertile country, and presents fewer engineering difficulties, and could therefore be constructed for a much smaller sum than either of the other proposed routes.

"Thirdly.—Being at least two degrees further South than the Ottawa Route, it would have the advantage of being open for two or three weeks longer every season.

"Fourthly.—Its terminal harbors would be large and commodious—particularly that at the mouth of the Trent—having on one side the Bay of Quinte, and on the other, by a short and comparatively inexpensive cut, the Presque Isle Bay—the safest and most commodious harbor on Lake Ontario, thus affording an easy and safe entrance to Trenton from Lake Ontario and the River St. Lawrence."
The advantage of the Trent Route, in point of distance, may be estimated by the following figures:

From Chicago to New York via Buffalo and Erie Canal... 1,615 miles.
From Chicago to New York via Welland Canal and Oswego... 1,638
From Chicago to New York via Huron, Nipissing, Ottawa, and Caughnawaga Canal... 1,358
From Chicago to New York via Georgian Bay, Valley of the Trent and Oswego... 1,232
From Chicago to Montreal via Lake Nipissing... 1,005
From Chicago to Montreal via Georgian Bay and Valley of the Trent... 1,003

It will thus be seen that in point of distance to New York, the Trent Route has the advantage over the Nipissing and Ottawa Route by 126 miles. While between Chicago and Montreal the distance is in favor of the Ottawa route 28 miles; an advantage, however, more than overbalanced by the intricate and difficult navigation of the latter.

But the pages of a work like this are hardly the place wherein to discuss this subject, and the reader is therefore requested to regard the remarks relative to the merits of the different Canal schemes now before the public as parenthetical in their character.

In 1839 the Townships adjacent to Peterborough had attained to sufficient importance to be set apart as a separate District. A Provisional Council was established, and a Court House and a Jail erected under its auspices. It was built on the knoll or mound in the centre of the Town, a beautiful site, and is a substantial and handsome structure. In 1841 the new District was declared under the name of the Colborne District, in honor of the Governor under whose auspices the Canal survey had been projected and carried out. A new Council was elected, and assembled for the first time in the town of Peterborough in 1841. The Council was composed as follows:

George A. Hill, Warden.

COUNCILLORS:

MONAGHAN.................. Thomas Harper, Esquire.
SMITH..................... Stephen Nichols, "
DOURO..................... Smithin D. Gibbs, "
OTONABEE .................. James Doris, "
ASPHODEL .................. Richard Birdsall, "
EMILY..................... Josias L. Hughes, "
OPS......................... Wm. Cottingham, "
FEWELON.................. John Langton, "
VERULAM & HARVEY......... Thomas Need, "
ENNISMORE ................ Daniel Costello, "
MARISPOS.................. Samuel Davidson, "
ELDON ..................... Alex. Campbell, "
DUMMER ................... Alex. Kidd, "

John Darcas, Clerk.

Under its new auspices the District continued to advance with great rapidity. Among the tabular statements will be found abundant attestation of this fact;
and to those statements the attention of the reader is directed. They show a steady progress in each of the Townships, as well as in the District as a whole, that is exceedingly gratifying.

In 1846 a charter was obtained to construct a Railroad from Port Hope to Peterboro'. Stock Books were opened, and a considerable amount, £10,000, was subscribed. Public meetings were held both in Peterboro' and Port Hope, and for a time considerable enthusiasm existed. But the days of Railway construction in Canada had not yet commenced; that most ingenious contrivance, the Municipal Loan Fund Act, had not even been dreamt of, and owing to the difficulty of raising money, the project, unfortunately for the interests of both Towns. dropped.

Until 1852 but little occurred in the history of the Counties to interest the general reader. The Town continued to progress, slowly but steadily; but it was not until that year, when Peterboro' shared largely in the Railway interest that about that time seized the public mind, that any marked advance was made. It was the peculiarity of the Railway Legislation of 1852-3 that the large proportion of charters granted, had Peterboro' either for a terminal point, or an important station. The interest then excited resulted in a large influx of population, and an important impetus was given to every branch of industry.

In that year the question of connecting the Bay of Quinte with the Georgian Bay by means of a Railroad excited very considerable interest, not only among the people of these and the adjoining Counties, but among those of Oswego. Judge Hall, of New York, visited the country through which the road was to pass, and addressed public meetings on behalf of the enterprise. A company was formed, under the name of the Grand Junction Railway Company, stock books were opened and a large amount subscribed, among the rest £100,000 sterling, by the United Counties of Peterboro' & Victoria. In 1853, after the charter had been granted to the Grand Trunk Company, and the contract given to Messrs. Jackson, Peto, Brassey & Betts, the importance of the Grand Junction as a feeder to the Grand Trunk, forced itself upon the attention of the Company controlling the latter, and after some time spent in negotiation, an amalgamation of the two lines was effected, the Municipalities being released from the stock they had subscribed, and the Grand Trunk Company promising to refund the outlay made upon preliminary surveys. This amalgamation—made in good faith, and with a reasonable assurance that the work would be promoted by it, was a most unfortunate circumstance for the Counties. The breaking out of the Russian War, and the extreme stringency of the money market in consequence, together with the sudden rise in the cost of all articles of food and of labour, so embarrassed the Grand Trunk Company, that they found great difficulty in completing the lines included within their original charter, and indeed could not have done so, had not the Parliament of Canada, rightly appreciating the importance of the work and the advantage to the Country of
its early completion, come to their assistance. Notwithstanding that £400,000
was appropriated to the construction of the first section of the line, it remains
untouched to this day; and although the Company still profess their deter-
mination to build it, it is impossible to overlook the fact that the construction
of other lines to the same point, and having the same object in view, lessen
for the moment the chances of its being built. The importance of the work,
the fine country it would open up, and the immense trade it would be sure to
draw over its rails, justify the hope that it may not be altogether abandoned.

During the Session of 1852-3, in addition to the Grand Junction Charter,
an act was obtained incorporating a company to construct a road from Cobourg
to Peterboro', with subsequent amendments, enabling the Company to extend
their line to Chemong Lake; another incorporating the Cataraqui and Peterboro
Railway Company; and the Port Hope and Peterboro' Railway Charter of
1846 was amended, and power given to the Company to build a branch from
any point on the line to the Western boundary of Mariposa. A very warm
discussion arose in Peterboro' as to the propriety of the Town taking stock in
the Port Hope and Peterboro' Railway, which was finally decided in the
negative. The company then turned their attention to Lindsay, and after an
active canvass induced the Township of Ops to take £20,000 upon condition of
the road being built to that point. The works were accordingly commenced,
and during the last summer, the locomotive was run into Lindsay. The road
is not yet completely ballasted, but notwithstanding this it has done a very
good business since it was opened.

Meanwhile the people of Cobourg pushed forward their line to Peterboro',
and in the fall of 1854 opened it for traffic. An impetus was at once given to
every branch of trade in Peterboro' in consequence of this new connection.
The lumber trade increased immensely, and where before the exports of lumber
had not exceeded from three to four million feet per annum, it at once increased
to about twenty millions, and has since gone up to about twenty-seven millions!
The bridge across Rice Lake, however, a pile structure, and a monument of
the folly of false economy, proved a serious drawback to the success of the
line. During the winters of 1855 and 1857, it was literally squeezed out of its
position by the action of the ice, and complete communication between Peterboro
and the front cut off for months together, and rendered at all times uncertain.
Steps have been taken to secure the permanency of the bridge, by filling it in
as a solid embankment. During the past summer the Grand Trunk Company
instructed Mr. Walter Shanley to make an inspection of the structure, and
an estimate of the cost of making it permanent. He estimated the cost at
£50,000, and expressed his perfect confidence in the feasibility of filling it in
as a solid embankment of gravel. The work has been progressing for some
months; a very considerable portion has already been filled, sufficient to test
fully the perfect success that must attend it, and the fact that Mr. Shanley's
estimate is rather over than under the mark. When completed, the road will
be an excellent one, and the beautiful scenery of Rice Lake will render a passage
over it one of the pleasantest railroad drives in the Country.

In 1854, the power of the Cobourg Railway Company to extend their
line to Chemong Lake, having expired by non-usage, a charter was obtained
incorporating a company under the name of the Peterboro' and Chemong Lake
Railway Company, having power to construct a tram or railroad from any point
on either side of the Otonabee River at Peterboro' to Chemong Lake. The
charter was acted upon during the last summer, and a number of gentlemen in
Cobourg subscribed the capital stock, £40,000. The road is now in course of
construction. It proceeds from the terminus of the Cobourg road in Peterboro'
East, and running up the river side for about three miles, crosses over at Perry's
Mill, whence it will run direct to Chemong Lake. The construction of this road
is a work of very great importance to the Town of Peterboro'. A glance at
the map will show the immense country watered by streams which empty
themselves into Chemong Lake, which must by a judicious expenditure of our
resources become tributary to the prosperity of the Town. The completion of the
Locks at Bobcaygeon, and the settlement of the Townships in rear of that
place, likely to take place immediately, in consequence of the action of the
Government in opening up leading lines of road, and adopting the free grant
system, will tend very rapidly to increase the prosperity, as well of the old as
of the new Townships in rear of us, and bring a trade down upon the Town
of the utmost importance to its prosperity.

Although the discussions during the winter of 1852-53, resulted adversely
to the views of those who held that the Town of Peterboro' ought to become
stockholders in the Port Hope and Peterboro' Railway Company, yet the idea
of a Railway connection with Port Hope had never been abandoned. In 1857
the agitation was resumed, and several public meetings were held to discuss the
propriety of taking stock in the Company with the view to constructing a branch
road from the Village of Millbrook to the Town of Peterboro'. The difficulty in
the way was the unwillingness of the people of Peterboro' to become stock-
holders in a Company already so embarrassed as the Port Hope, Lindsay and
Beaverton Railway Company. were reported to be. Several proposals were
made with a view to getting rid of this difficulty, and putting the Town in the
position of preferential stockholders; but it was not until the month of October
that a By-law authorising a subscription of stock to the extent of £30,000 cur-
rency, received the sanction of the ratepayers. The arrangement under which
the stock was subscribed, it was believed, would relieve the Town from any very
serious burdens. Under it the Company leased the right of way to Messrs. Tate
and Fowler, the contractors, for a nominal rental of $5 per annum. The lessees
were, upon condition of Peterboro' subscribing £30,000 and Port Hope £10,000,
to supply other £10,000 themselves, build the branch, and lease it on a perpetual
dease at six per cent on the stock subscribed, the rental to be paid to the Munici-
palities. The work was at once proceeded with, and although the construction
of this road has not proved an exception to others in the Province, in the delays, annoyances and difficulties that have arisen, yet the opening has taken place at as early day as could reasonably have been expected. On the 20th May, the first train passed over the line with the Government Inspecting Engineers. On the 21st, a party composed of the Railway Board and Town Council of Port Hope came into Peterborough. On the 24th, the Contractor placed a train at the disposal of the people of Port Hope for a free excursion over the road, of which some 3000 people availed themselves; and on the 31st, a return excursion by the people of Peterborough to Port Hope was made. The road has been fairly opened for traffic, and, it is generally admitted, will secure a very large proportion of the carrying trade of Peterborough and its vicinity. Its completion, by giving the town the advantage of a double outlet, is expected to prove of very considerable advantage to its prosperity.

It will thus be seen that the Counties of Peterboro' and Victoria, in point of railway facility, are not behind other counties in the Province. The road from Port Hope to Lindsay affords an outlet for the produce and lumber of Ops Mariposa, and Fenelon. The station at Omemee takes in the produce and lumber of the greater part of Emily; while the roads from Port Hope and Cobourg furnish outlets for the rising trade of the Town of Peterboro' and its adjoining Townships. With these facilities, and others which are already projected and may e'er long be carried out, the continued advancement of the Counties is by no means doubtful. In the past we have doubled our population in ten years; in the future we may reasonably hope of doing quite as well. The Towns of Peterboro' and Lindsay, the principal Towns of the Counties, are rapidly rising in importance. The positions of both are eminently calculated to place them in the foremost rank of Canadian Inland Towns; and there can be no question that the advancement of the past will find its repetition in the progress of the future.
THE TOWN OF PETERBOROUGH.

The town of Peterborough is situated at the north-east corner of the township of Monaghan. As already stated it was first located in the year 1818, and the survey was completed in 1825, so that it may be said to be but little over a quarter of a century old. It is built on a beautiful spot, the ground gently sloping from the west to the Otonabee River. Near the centre of the town stands the knoll, upon which is erected the Court House. In front of the building is a reservation of six acres, which is appropriated as a Public Park for the use of the town. The river Otonabee bounds the town on the east, and is crossed by a substantial bridge, erected by the Government in 1846. The river is very broad in front of the town and is picturesquely studded with islets covered with beautiful trees. Immediately above the bridge are numerous dams and timber slides, erected for the mills on each side of the river; and the scenic effect of these artificial water-falls is very fine. Below the town the river widens, and forms what is called the “Little Lake” upon a corner of the main land opposite the town, jetting into which, stands the Little Lake Cemetery.

In the year 1832 when the last census was taken, the town of Peterborough had a population of only 1800. This has steadily increased since, until by a special census taken this year the population is found to be 3500. This, however, gives an inadequate idea of the actual population of the place. The limits of the town are unfortunately very circumscribed, and a large portion of the population of what to the stranger would be regarded as the town of Peterborough, resides without its limits, and are, therefore, not reckoned in the census. Taking in the mills belonging to Messrs. Herst & Denny to the north, the park lots to the west and south, and the “Scotch Village” to the east, all of which it is expected will before long be included within the limits of the town, the population cannot be much under 5000!

The great feature about Peterborough, that upon which the hopes of its inhabitants for its future prosperity depend, is the immense water power furnished by the Otonabee river. From the town up the river for about ten miles, there is a fall of not less than 280 feet, furnishing upwards of 84,000 horse power. A statement in detail of the mills and their capacity will be found elsewhere. In the immediate vicinity of the town there are saw mills capable of cutting 325,000 feet of lumber a-day. There are four excellent flour mills, capable of manufacturing 370 barrels of flour a-day. Two extensive axe and tool factories. Two large foundries and machine shops, and a number of smaller ones. One large waggon shop, fitted up with all the labor saving appliances, and a number of lesser ones. Shingle factories, planing mills, cabinet shops, sash, blind and door factories—in a word all the requisites of a large manufacturing town.
The general appearance of Peterborough is highly attractive. During the last few years a number of very fine buildings have been erected; and a number are now in course of erection. Among them is a School-house, estimated to cost when completed $16,000; a new brick Presbyterian Church, to cost $14,000. The Montreal Bank have just completed, upon their property on Water-street, facing the Market-square, a very handsome brick building, for an agency, at a cost of $12,000. A new Town Hall is to be erected, estimated to cost $20,000, the By-Law authorising the erection having been passed by the Council, last fall. A large first-class hotel, erected by E. Burnham, Esq., is in course of completion, and is expected to be opened this autumn. There are six churches in the town, belonging to the Episcopal, the Church of Scotland, the Wesleyan, the Baptist, the Bible Christian, and the Roman Catholic denominations. The Episcopal and Roman Catholic Churches are very substantial stone buildings, the first erected upon the knoll before alluded to, near the Court House, and commanding a beautiful view of the Otonabee River, and the latter upon the rising ground in rear of the town.

Altogether Peterborough possesses all the elements of an important manufacturing town. The immense water power supplied by the Otonabee River, and the large timber districts in the rear of the town, offer facilities for manufacturing such as are possessed by few communities in the Province. With the Railway facilities now possessed by the town, the easy method of ingress and egress; with the improvements which are going on in the interior country in the rear of us, the rapid settlement of that hitherto unsurveyed and almost unexplored country; and the improvements lately made in the navigation of the back waters,—the prospects of the town are flattering in the extreme.

A

Armstrong, William, laborer, George-street
Antony, J. C., private boarding house, George-street
Allen, Edmund, carpenter, Bethune-street
Armstrong, James, stone-mason, do
Allen, George, Union Hotel, Hunter-street
Armstrong, Francis, grocer and provision store, Elizabeth-street, Peterboro' East
Ayres, P. J., axe and tool factory, Race-street, do
Arnott, William, baker, George-street
Allord, J. B., M.D., do
Allen, Mrs., widow, Sherbrook-street

B

Boyd, Mossom, lumber merchant, Edinburgh-street
Biglow & Robinson, dealers in stoves and tinware, George-street
Bradburn, Thomas, merchant, George-street,—residence Aylmer-street
Bradfield, C., do do do
Brown, John, cabinet maker, do
Brown Templeton, residence Rubidge-street
Brown & Clark, watch makers and jewelers, Simcoe-street
Bird, John, house carpenter, George-street
Brown, James, tailor, do
Best, James, merchant, do
Bauvais, James, market saloon, Water-street
Brownlee, George, tailor, do
Barnes, Mrs. J. C., dress maker, do
Bailey, Mrs. Jane, do
Bentley, John, blacksmith, do
Baker, Ruben, boarding house, do
Burnham, George, M.D., do
Beatty, Robt. P., tailor, Bethune-street
Brown, James, distiller, Aylmer-street
Brophy, Michael, Reid-street
Burnham, Elias, barrister and attorney-at-law, Simcoe-street
Brownlee, David, carpenter, Albert-street
Brown, Joseph, do Dublin-street
Bird, Mrs. Thomas, widow, do
Bird, Mrs. R., London-street
Brannon, Widow, do
Barrowman, Richard, general carpenter, London-street
Brownscomb, William, potter, Murray-street
Burrett, Nathan, cooper, do
Bissett, Miss Isabella, artiste, do
Baxter, William, Chamber-street
Beatty, Thomas, saloon, Hunter-street
Baskerville, R. D., hair-dresser, George-street, residence King-street
Beavis, Thomas, inspector of licences, Simcoe-street
Beatty, Miss H., dress maker, do
Bell, George, law clerk, Sherbrooke-street
Bennett, Henry, cooper, Maria-street, Peterboro' East
Bailey, Mrs., Mark-street, do

C
coupal & Ogilvy, grocers, wine and spirit merchants, George-street
Croft, William, ginger beer maker, Sherbrooke-street
Coulter, William, druggist, George-street
Cluxton, William, merchant do
Cummings, William, police constable, do
Croon, Henry, carter, do
Carew, Jeremiah, clothier, do
Chartrain, Gabriel, cabinet maker, do
Commercial Bank U. C., Wm. Cluxton, agent, George-street
Caisse L., hotel and saloon, Water-street
Carver, J. S., postmaster, do
Cole, Gregory, juur., shoemaker, Bethune-street
Cardenell, Masell, laborer, do
Cushing, Edward, blacksmith, Aylmer-street
Covey, John, laborer, do
Cook, William, juur., tailor, Rubidge-street
Culcheth, John, baker, George-street
Cullen, Daniel, fisherman, Reed-street
Cadott, Mrs. Mary, Harvey-street
Cardile, David, bricklayer, Antrim-street
Conger, W. S., gentleman, London-street
Cochrane, John, shingle factory, plaining machine, London-street
Crawford, Walter, Crown Land Agent, Murray-street
Chalmers, James, gentleman, Brock-street
Cobb, Joseph H., blacksmith, do
Clark, John, watch maker and jeweler, residence George-street
Clementi, Rev. V., Charlotte-street
Clementi, V. M. Provincial land surveyor, Charlotte-street
Cunynin, John, laborer, Wolf-street
Clark, Henry, blacksmith, Elizabeth-street, Peterborough East
Clancy, Simon, do do do
Craig, John, teamster, do do
Creigie, John, jun., engineer, &c., Lake-street, do
Calcott, Henry, brewer, &c., Maria-street, do
Creigie, John, sen., carpenter, Mark-street, do
Coury, Joseph, laborer, Brown-street, do
Clifford, John, merchant tailor, Hunter-street
Connors, Thomas, public house, do
Cameron & M'Kellar, commission merchants, Hunter-street
Cunningham, George, gentleman, Sherbrook-street
Craig, James, school teacher, Charlotte-street
Clotworthy, Wm., stone mason, George-street
Criso, Edward, sawyer, Smith-street
Clotworthy, William, mason, George-street
Campbell, John, chandler, Water-street
Caisse, Isidore, saloon keeper, Water-street

D
Dougherty, John, buggy maker, George-street
Davies, Eliza, milliner, Water-street
Dowell, James, blacksmith, Bethune-street
Daley, Michael, stone mason, Reid-street
Dundas, Joseph R., clerk, Albert-street
Daily, Jeremiah, laborer, London-street
Duncan, William, jun., blacksmith, Mc'Donald-street
Dawson, Alex., sawyer and carpenter, do
Douglas, John, blacksmith, Brock-street
Dennistoun, Robert, Barrister & Attorney at Attorney-at-Law, Hunter-street
Dunn, J. B., Farmer's Inn, Simcoe-street
Donovan, Thomas, jun., boot maker, Simcoe-street
Davis, John, stone mason, do
Donlan, Andrew, painter and glazier, do
Donovan, Daniel, jun., shoemaker, Charlotte-street
Drake, John, woollen weaver, Dalhousie-street
Dawson, Alexander, lawyer, M'Donald-street
Delany, James A., pattern maker, George-street
Douglas, Samuel, shoemaker, Water-street
Dunsford, Martin, Attorney-at-law, do

Edmison & Co., waggon makers, George and Brock-streets

Examiner Office, George-street
Eastland, William, merchant, George-street
Ely, Thomas, junr., shoemaker, Water-street
Eastwood, Vincent, carpenter, Dublin-street
Evans, stone-cutter, do
Edmison, Alex., laborer, London-street
Eastland, Thomas, livery stable keeper, Hunter-street
Emmerson, William, saddler, Elizabeth-street, Peterboro' East
Edwards, James, town clerk, inspector weights and measures, Hunter-street
Finlay, W., boot and shoe shop, George and Aylmer-streets
Fowlis, A. & Co., hardware merchants, George and Bethune-streets
Ferguson, Fredk., Secretary Port Hope Railroad, Stewart-street
Fletcher, John, junr., shoemaker, George-street
Fitzgerald, Thomas, junr., saddler, Aylmer-street
Flavelle, Mrs. John, ladies' seminary, Rubidge-street
Foster, A. S., gentleman, Park-street
Fry, Edward, chair manufactory, Race-street
Fogarty, John, plasterer, Hunter-street
Fisher, Amos, miller, Murray-street
Ford, Joseph, weaver, London-street
Fortye, Thomas, Surveyor of Customs, Clerk County Court, &c., Charlotte-street
Fox, Robert, carpenter, Edinburgh-street
Glover and Robinson, merchants, George-street
Gee, Samuel, junr., baker, Water-street
Graham, Henry, carpenter, Bethune-street
Gerrard, John, laborer, Aylmer-street
Gibbs, John, carriage painter, Stewart-street, west
Graham, James, blacksmith, Murray-street
Gamble, John, do do
Green, Thomas, bible christian preacher, Murray-street
Gallon, James, Deputy-Sheriff, Brock-street
Gowley, Joseph, tavern-keeper, Hunter-street
Glen, John, distiller, Sherbrook-street
Glover, Peter, butcher, Elizabeth-street, Peterboro' East
Glover, Lewis, Otonabee mills, miller, Elizabeth-street, Peterboro' East
Green, Henry, Lake-street
Graham, William, carpenter, Brown-street
Green & Co., Thomas, clothiers, M'Donald-street
Graham, James, blacksmith, Murray-street
Graham, Wm., printer, do
Graham, Robert, carpenter, Water-street
Graham, Alex., printer, Dalhousie-street
Harvey & Co., James, merchants, George-street
Harty, John, merchant, George-street
Hartley, J. A., merchant, George-street
Haggart, John, gentleman, George-street
Hurley, Edward, wood turner, Water and Charlotte-streets
Hamilton, James, machine maker, Water-street
Heather, Francis W. butcher, do
Hall, Wm., saddler, Aylmer-street
Hatton, D. G. gentleman, do
Harvey, Alex. do
Hartley, Samuel, stone mason, Antrim-street
Hartley, Thos., do do
Hutchison, Thomas, carriage manufacturer, London-street
Hope, James & G., carpenters, London-street
Hickey, Daniel, laborer, do
Hewitt, John, do
Hartley, Henry, limeburner, M'Donald-street
Henthorn, J. T., gentleman, Hunter-street
Hefner, Wm., junr., tailor, George Street.
Hamilton, James, junr., carpenter, do
Hogan, John, laborer, Hatton-lane
Hutchison, N., Clerk Commercial Bank, Hunter-street
Hill, E. C. carriage maker, Hunter-street
Hazlett, T. G. general store, do
Hooker, Henry, sausage maker, M'Donald-street
Hall, James, Sheriff, Hunter-street
Hall, W. merchant, Simcoe-street
Holywell, M.D., Thomas, do
Hurly, James, wheelwright and turner, King-street
Hickey, Denis, laborer, do
Hayer, Robert, farmer, Charlotte-street
Hogan, Michael, brickmaker, do
Haffey, John, clothing store, George-street
Hazlehurst, George, gentleman, Simcoe-street
Harper, Thos., gentleman, Hunter-street
Hamilton & Co., Messrs., foundry and machine factory, Reid-street
Henthorn, T. J., Murray-street
Haacke, H. G. A., Teacher of music and languages, Sheridan-terrace
Howson, James, carpenter, Antrim-street

I
Irvine, John, bookseller, Rubidge-street
Irwin, John, junr., shoemaker, Hunter-street
Irwin, William, carpenter, Charlotte-street
Innis, Robert, clerk, Simcoe-street

J
Jameson, R. B., dry goods store, Hunter-street
Jeffery, James, millwright, Rubidge-street
Jones, George A., junr., shingle maker, Albert-street
Jeffery, George, carpenter and carriage maker, London and Almer-streets
Jeffery, & Co., hardware merchants, Hunter-street
Jays, Samuel, baker, Water-street
Jones, George, sawyer, Murray-street
Julien, Moses, lumber merchant, George-street

K
Keene, Joseph, boot and shoe shop, George and Brock-streets
Kelly, Bridget, store, George-street
Kempt, A. W., druggist, George and Brock-streets
Kincade, John, carpenter, Water-street
Kirkpatrick, Robert, surveyor, Rubidge-street
Keenan, John, Antrim-street
Keams, William, laborer, Union-street
Kain, Andrew, shopman, London-street
Kelly, H. E., book-keeper, McDonald-street
Kindon, William, cooper, Simcoe-street
Kinnon, junr., James, confectioner, Sherbrook-street
Kempt, James, grocer, Elizabeth-street, Peterborough East
Knox, Widow, Brown-street
Kennedy, John, assessor, Water-street
Kennedy, James C. and W. N., painters, glaziers and paper hangers, Water-street
Kilroy, Michael, carpenter, London-street
Knight, John, tailor, Rubidge-street
Kent, Robert, carpenter, Water-street
Kelly, John, blacksmith, Sherbrook-street
Kearns, George, carpenter, London-street
Keating, Bernard, school teacher, Hunter-street
Kennedy, Thomas, shoemaker, Charlotte-street
Kingan, Robert, merchant, Brock-street
Kineard, John, cabinet maker, George-street
Kelly, Hugh E., accountant, McDonald-street
Kay, John, engineer, Brock-street

L
Lundy, William, merchant, George-street
Lawson, Henry, fanning mill and chain pump factory, George-street
Lee, John, laborer, George-street
Lannin, William, Wellington hotel, George-street
Linee, James, gentleman, Aylmer-street
Langton, James, plasterer, Rubidge-street
Loucks, Henry H., school teacher, Albert-street
Law, junr., David, tailor
Larkine, William, carpenter
Lasher, Martin, carpenter, Union-street
Lansburg, William, railway contractor, Hunter-street
Lavoie, M., saloon, Hunter-street
Lemay, F. & L., general store, Hunter-street
Leonard Thomas, boot and shoe maker, Charlotte-street
Lane, John, laborer, Charlotte-street
Levenbrook, Nicholas, auger maker, Elizabeth-street, Peterboro’ East
Lyle, Thomas, laborer, Maria-street
Long, William, do Mark-street
Lithgow, Samuel, armourer, &c., Mark-street
Larmour, junr., Robt., bootmaker, George-street
Leary, Christopher, distiller and brewer, George-street
Lee, Augustus, barber and hair-dresser
Lane, Matthew, cabinet maker, Aylmer-street

M
Marshall, J. J., baker and grocer, George and Murray-streets
M’Dougall, R. B., merchant, George and Simcoe-streets
M’Cabe, Patrick, baker, George-street
M’Cormick, Edward, hotel
Marshall, George, confectioner
M’Donald Duncan, waggon maker and blacksmith, George-street
Mocock, William, axe manufactory
M’Donald, Alex., tailor, Water-street
M’Williams, James, Sheriff’s office, Water-street
M’Gregor Duncan, stone mason, Aylmer-street
Menzies, James, merchant tailor
M’Grath & Co., Cornelius, shoemaker, Water-street
Melford, Burnel T., baker, Rubidge-street
McDonnell, Bryan, cooper, Harvey-street
McGinnity, Arthur, moulder, Edinburgh-street
Morrow, Alex., dealer in stoves and tinware, George and Dublin-street
Meyers, Henry, joiner, McDonald-street
Martyn, Martin, miller, Murray-street
Morrow, Sen., Alex., gentleman, do
Metherall & Brother, carriage makers, Murray and Aylmer-streets
Mitchell, John, carpenter, Chamber-street
McAdan, Cyrus, teamster, do
Mahony, Patrick, laborer, Hatton-lane
Maloney, Michael, Bridge Saloon, Hunter-street
McKeon, P. E., physician and coroner, do
Mercer & Sons, A., tailors and clothiers, do
Maloney, John, grocer and spirit merchant, do
McNabb, John, physician and coroner, do
McGarity, Bernard, blacksmith, do
McBurney, Thomas, do
McMartin, Angus, merchant, do
Marshall, John H., saddler, Simcoe-street
McMahon, Hugh, shoemaker, King-street
Montgomery, James, carpenter, Charlotte-street
McFarlane, Donald, miller, Murray-street
Martin, William, carpenter, Dalhousie-street
Mowry, Mercillo, machinist, Elizabeth-street, Peterboro East
McAbe, Patrick, waggon maker, do do
McKelvy, William, grocer, do do
Maniece, John, Royal Oak Hotel, do do
McGregor, Gregor, Rob Roy Hotel, do do
McDonald, sen., Daniel, tailor, do do
McDonald, junr., Daniel, book-keeper, do do
McDonald, Archibald, carpenter, Lake-street, do
Mowry, John Heaton, machinist, do do
McGregor, Malcolm, do do
McGregor, William, cooper, Robinson-street, do do
Moore, Robinson, James-street, do
McLaughlin, Robert, cooper, Mark-street, do
McMahon, Mark, laborer, do do
McGregor, Jane, dressmaker, do do
McCowler, John, laborer, Brown-street, do
Mowry, Richard, machinist, do do
McCabe, Terrence, do do
McCoulley, Cornelius, laborer, Stewart-street, do
McNeil, Alexander, auctioneer and merchant, George and Water-streets
McGregor, Lewis, American Hotel, George-street
Malcom, Wm. engineer, Aylmer-street
McKellar, Malcolm, tavern-keeper, Aylmer-street
McIntrye, James, laborer, McDonald-street
Moffet & Stevenson, foundry and machine shop, Simcoe-street
Montreal Bank, Jackson Ray, agent, Water-street
Morrow & Brother, dealer in stoves and tinware, George-street
McBurney, William, saddler and harness maker, George-street
Miller, James, blacksmith, Dublin-street
Marshall, John, saddler, Rubidge-street
McGowan, John, moulder, Sherbrook-street
McDonald, Alex., tailor, Water-street
Martyn, John, miller, Mill Reserve
M'Cormick, Mrs., Bethune-street
M'Dowell, M. S., dentist, George-street
Nichols, Roht., gentleman, Rubidge-street
Newton, James, clothier, M'Donald-street
Newton and Green, woolen factors, M'Donald-street
Newton, Jonathan, plasterer and mason, London-street
Niblock, Alex., Water-street
Nowlan, Patrick, laborer, Water-street
Nevin, James, laborer, London-street
Nevin, Patrick, do do
Obeirne, Ivan, Attorney, Aylmer-street
O'Brien, Patrick, carriage maker, Hunter-street
O'Brien, John, do do
O'Brien, David, blacksmith, do
Ormond & Gilmour, druggist and seed store, George-street
Ormond, James, watch-maker, Hunter-street
O'Donnell, Wm., saloon, Simcoe-street
O'Donnell, Michael, teamster, Bethune-street
O'Connor, Mrs., King-street
Peck, S. S., daguerrian artist, George-street
Peplow, Edward, miller, Hunter-street
Patterson, Walter, tanner, Aylmer-street
Pengelly, James, saddler, Hunter-street
Patterson, J. K., Brock-street
Proctor, Mrs., milliner, Chamber-street
Perry, Mrs., ladies' school, Hunter-street
Phelan, Edward, tavern, Simcoe-street
Poole, Edwin, cabinet maker, Sherbrooke-street
Poole, Thomas, do do
Patterson, R. S., hardware merchant,—residence Charlotte-street
Patterson, James, laborer, Brown-street, Peterboro' East
Potter, John, moulder, Dublin-street
Patterson & Co., Messrs., foundery and machine factory, Reid-street
Potter, John, laborer, Sherbrooke-street
Parnell, John, miller, London-street
Poole, Robert, laborer, Brock-street
Quin, Hugh, laborer, Smithtown Lotts
Robinson, W. J. & Glover, grocers and provision dealers, George-street
Rehill, Wm., saddler, George-street
Reid, W. B., merchant, do
Ryan, James, merchant, do
Ryan, Patrick, tanner, Simcoe-street
Roberts, Christopher, grocer, George-street
Robinson, G. W., do do
Robertson, James, carpenter, do
Robinson & Co., Isaac, merchants, do
Rowntree, Thomas, shoemaker, Water-street
Robinson, Alex., carpenter, Bethune-street
Robertson, Robert, do do
Ross, George, plasterer, Aylmer-street
Robinson, William, carpenter, Stewart-street, west
Richey, John, bricklayer, Albert-street
Rubidge, Walter, barrister, &c., office, Hunter-street
Rutherford, Robinson, carpenter, Murray-street
Reordan, Edward, laborer, Dublin-street
Robinson, Alex., carpenter, London-street
Rosewell, John, laborer, Hunter-street
Reid, John, provincial land surveyor and county engineer, Hunter-street
Ridley, Mrs., boarding house, Rubidge-street
Roach, Mrs., Hunter-street
Raynolds, Benjamin, saloon, Hunter-street
Russell, Wm., teamster, Sherbrook-street
Rackett, A. H., band-master, Elizabeth-street, Peterborough East
Reilly, James, shoemaker, Charlotte-street
Rogers, R. D., general store, Elizabeth-street, Peterborough East
Roberts, Charles, tanner, Lake-street, do
Rubidge, Captain, R.N., county registrar, Rubidge-street
Rowe, Robert, carpenter, Chamber-street
Richey, J., stone mason, Edinburgh-street
Robertson, John, carpenter, Water-street
S
Stevenson, James, dealer in stoves and tinware, Simcoe-street
Sawers, A., Editor Examiner, George-street
Snyder, Isaac, carpenter; do
Statt, Robt., laborer, do
Selvy, junr., Thomas, miller, do
Shaw, Joseph, merchant tailor, do
Swayne, W. Y., cabinet maker, do
Smith, John, laborer, do
Scott, Rev. W., Wesleyan clergyman, do
Sutcliffe, Greenwood, wood turner, do
Sherwood & Brown, grocers, Water-street
Stinson, Robt., Water-street
Shea, John, shoemaker, Aylmer-street
Sowdick, Joseph, bricklayer, Stewart-street, do
Stapleton, Charles, bailiff, Queen-street
Shaw, Nathaniel, millwright, Queen-street
Story, George, axe maker, Albert-street
Simpson, Mrs., Edinburgh-street
Spenceley, Joseph, stone mason, Edinburgh-street
Swann, Thomas, well digger, Union-street
Stalker, Joseph, boot and shoe maker, London-street
Stewart, Alex., weaver, London-street
Sims & King, machine factory, Aylmer-street
Stephenson, Robert, painter and paper hanger, Brock-street
Sherridan, Walter, county treasurer, do
Sherridan, James, deputy registrar, do
Statt, Andrew, boarding house, Chamber-street
Smith, Robert, tailor, Hatton-lane
Sullivan, John, saloon, Hunter-street
Sullivan, Michael, hotel, Simcoe-street
Santry, A. P., boot and shoe maker, Simcoe-street
Salan, Mrs., Sherbrook-street
Skivington, Francis, tanner, Sherbrook-street
Spry, Lewis, tinsmith, Dalhousie-street
Swanston, William, baker and confectioner, Elizabeth-street, Peterboro' East
Slater, William H., watch maker, George-street
Sedgwick Leonard, laborer, Hunter-street
Sutherland, Donald, station master C. & P. R. R., Elizabeth-st., Peterboro' East
Sergeant, Philip, carpenter, do do
Stephenson, John and Jonathan, plaining manufactory, Lake and Race-street, Peterboro' East
Stenson, Fredk., shoemaker, Bethune-street
Scott, Wm. A., merchant, George-street
Sawers & Murray, booksellers, do

Toronto Bank, A. Munroe, agent Hunter-Street.
Toole, William, carpenter and joiner, Murray-street
Trenwith, Richard, boot and shoe maker, Simcoe-street
Tanner, Robert, storekeeper, Charlotte-street
Taylor, George, Elizabeth-st., Peterboro' East
Trenouth, John, Temperance House, Water-street
Tobin, Matthew, carpenter, Hunter-street
Tagney, Maurice, laborer, Rubidge-street
Tagney, Jeremiah, do do
Tanner, George, cabinet maker, Hunter-street
Taylor, David, carpenter, Elizabeth-street, Peterboro' East

Vinnett, Gabriel, cooper, M'Donnell-street
Vinalstine, Jacob, saw-mill Race-street
Vizard, W. H. J., attorney-at-law,—office, Water-street

Weller, C. A., barrister, clerk of the Peace and county attorney, office, George-st.
White, Thomas, boot and shoe store, do
White, T. & R. publishers Review and booksellers, George-street
White, Thomas, junr., Editor Review, Rubidge-street
Williamson, John, storekeeper, George-street
White, Robert, groom, Aylmer-street
Wallace, William J., plasterer, Rubidge-street
Winch, Richard, butcher, Park-street
Wells, John, boot and shoe maker, Park-street
Walsh, Bartly, laborer, London-street
Wilson, Mrs., straw bonnet maker, M'Donnell-street
Walton, Robert, saddler, George-street
Wilson, Thomas, teamster, Chamber-street
Waddell, Adam, shoemaker, Hunter-street
Wilson, John, saloon, do
Wilson, James, do do
Ward, W. B., baker and confectioner, Hunter-street
Wilson, Mrs. B., Simcoe-street
Wilson, Robert, saddler, Simcoe-street
Wilson, John, butcher, Charlotte-street
Wright, Robert, cooper, Mark-street, Peterborough East
Wright, George, carpenter do do
Walsh, Martin, laborer, Stewart-street
White & Co., Messrs., machinists, &c., Reid and Murray-street
Walsh, Thomas, bailiff, Water-street
Wand, William, carpenter, Murray-street
Wasson, James, M'Donnell-street
Wilson, Edward, carpenter, M'Donnell-street.
Waterson, John, grocer, George-street
Wright, Andrew, carpenter, Water-street
Yelland, William, blacksmith, George-street
Yates, William, teamster, do

THE VILLAGE OF HASTINGS

Is situated on the River Trent, south-east corner of Asphodel. It has an excellent saw mill, cutting 2,500,000 feet of lumber annually; and a grist mill, which last year ground 25,000 bushels of wheat. It has five stores, three hotels, one tannery, two carriage factories, one waggon shop, four blacksmiths' shops, &c. There is a good Presbyterian Church in the village and a new brick school-house just completed. There are good gravel roads leading to Colborne, Cobourg, Brighton and Trenton, and an excellent bridge across the Trent is being erected jointly by the Councils of Peterborough and Northumberland. It is six miles from Norwood, 9 from Percy, 8 from Westwood and 24 from Peterboro'. The village contains about 430 inhabitants and is very rapidly increasing.

Ainsley, John, blacksmith
Fowlds, J., mill owner
Fowlds, Henry, post master
Fowlds & Brothers, J. S., general store
Griffith, Stephen D., carriage maker
Harty, Rev. Wm., Roman Catholic
Hall, Wm., innkeeper
Henderson & Brother, general store
Jackson, George, do
Johnston, R. & H., do

THE VILLAGE OF NORWOOD.

This village is located on the 8th and 9th Concessions of Asphodel about 18 miles from Peterboro', on lots 16, 17 and 18 of both concessions. A stream of considerable importance for Hydraulic purposes runs through the Village, known as the river Ouse. It contains about 500 inhabitants; has one good Grist Mills with two run of stones, the property of Mr. Grover; two Saw Mills; six Stores; two Cabinet Shops; one Carriage Factory; six Blacksmiths' Shops; two Saddlers' Shops; six Taverns; Tin Shops; Tailors and Shoemakers in fair proportion, two Tanneries, &c. It has four Churches: Episcopalian, Methodist, Presbyterian and Independent; and an excellent Grammar School—for the use of which a substantial brick building has recently been erected. By a proclamation issued last year, semi-annual fairs are now held in the Village, on the second Tuesday in March and first Tuesday in October.

Armstrong, Thomas, general store
Bowie, Rev. James, Free Church
Buck, Thomas, general store
Calder, John, tanner
Cronk, J. V., Innkeeper
Clark & Kempt, iron founders
Driscoll, J., do

Marshall, Gerrard, architect
M'Carty, C., innkeeper
Pomroy, Thomas, blacksmith
Rillis, Wm., blacksmith
Sweet, Cornelius, chair and carriage maker
Toms, Isaac, tanner
Tucker, Donald, architect
Werden, Fredk., teacher
Wilson, John, general store

Finlay, J., carriage maker
Foley, T. J., general store
Foley, James, post master, clerk of the Division Court, township clerk, issuer of marriage licences, and general storekeeper
Goodfellow, Rev. J., Wesleyan
Griffin, Samuel, clothier
Grover, P. M., mill owner
Hartly, Mrs., innkeeper
Houston, ——, waggon maker
Jackson, Rev. D., Wesleyan
Johnston, J. A., International Hotel
Johnston, John A., furniture store
Levis, Charles, miller
M'William, ——, principal grammar school
Moffat, Bristow, tanner and currier
Nichols William, blacksmith and waggon maker
Parker, A., cabinet maker
Poole, T. W., M. D., local superintendent of Schools for Asphodel and Belmont
Power, H., saddler
Strong, R. J., saddler
Tigh, ——, cabinet maker
Wilson, S., tinsmith
Waters, Thomas, commission agent

THE VILLAGE OF WESTWOOD.

This Village is situated between the 2nd and 3rd Concessions of Asphodel, on a Branch of the River Ouse, about 16 miles S. E. of Peterboro', 10 miles E. of Keene and 7 miles W. of Norwood. It has a Grist and Oatmeal Mill and a Saw Mill, cutting about 2000 feet of lumber a day. It contains about 100 inhabitants. It has three stores, four Taverns, Shoeshop, Blacksmith's Shop, Waggon Shop, Presbyterian Church and a Post Office—the oldest in the Township. Near to it, is the newly surveyed Village of Asphodel, where a number of new buildings will be erected immediately. There is already a Saw Mill and Shingle Factory in the Village. The Saw Mill is capable of cutting 15,000 feet of lumber a day, is situated on the west branch of the Ouse, by which it is driven. The Messrs. Ewing are proprietors of it.

Ewing, R. D., mill owner
Ewing & Roxburg, general store
Fife, J., general store
Healy, T. D., hotel keeper
Meikle, Misses, milliners
Minor, Moses, shoemakers
Ryan, Michael, hotel keeper
Sergeant & Sharpe, blacksmiths
Walsh, Redmond, hotel keeper

THE VILLAGE OF WARSAW

It is located in the Township of Dummer, about 14 miles from Peterborough. It had a large grist mill and a saw mill, driven by water—the Indian river—the property of Mr. T. Choate, which was recently destroyed by fire. A saw-mill has been rebuilt, and preparations are being made to erect the grist-mill. It has four stores, two taverns, three blacksmiths' shops, one shoemaker, one tailor, &c. Population about 150.

Carveth, J. C., tavern keeper
Choate, T. G., turner
Choate, Thos., J. P., post master, store keeper
Darling, Wm., shoemaker
Dwyer, Patrick, blacksmith
Esplen, A., shoemaker
Forsythe, John, grocer
Garlick, George, clerk
M'Gaire, Bernard, blacksmith
M'Dleena, Edward, blacksmith
M'Kee, James, storekeeper
M'Kellar, D., waggon maker
Patterson, John, weaver
Payne, Stephen, gunsmith
Reid, G. W., miller
Reid, James, tailor
Renfrew, John, cooper
THE VILLAGE OF KEENE

Stands on lots 13 and 14 in 6th and 7th Concessions of Otonabee. It has a flouring mill, saw mill and tannery worked by water, from the Indian River, which passes close to the Village; two carriage and sleigh makers, three stores, three hotels, three blacksmiths, three shoemakers, &c. The village is the seat of the Township meetings, and is about thirteen miles from Peterborough; it is about three miles and a half from the line of the Cobourg & Peterboro’ Railroad, to the “Keene Station” of which carriages are sent by the Hotel-keepers for the mail and passengers. The population is about 400.

Andrew, Rev. Francis, Free Church, School Superintendent.
Armstrong, David, shoemaker.
Anderson, P. & D., tailor.
Burnham, Mark, flour and saw mills.
Briden, Rev. Wm. Wesleyan
Breshin, William, shoemaker.
Campbell, Alex, general dealer & clothier.
Chase, Jeremiah, American House, Hotel.
Chisholm, Alexander, saddler
Connell, George, blacksmith.
Drummond, Thomas, Victoria House Hotel and Stage House.
Forsyth, Andrew, carpenter
Gallon, James, blacksmith.
Graham, Jos., shoemaker.
Gawne, ——, miller.
Helson, George, tanner and currier.
Lang, Alexander, blacksmith.
Landerville, Peter, cooper.

THE VILLAGE OF ALLANDALE

Commonly known as “Allandale Mills,” the property of Thomas Short, Esq., is located on lot 18 in the 6th concession of Otonabee, about two and a half miles from Keene, to which it is likely to become a very serious rival. There is a very fine Grist and Oatmeal Mill, fitted up with steam power to be used in the event of the water failing, as it sometimes does; an excellent Saw Mill, a Foundry in which much of the machinery was made, Carpenter Shops, in fact all the appliances of a very large industrial establishment. Near the village on lot 20, 6th Concession, Mr. Lang has a carding and fulling mill and shingle machine.

Atkin’s T. & G., cooper.
Blake & Moscrip, founders.
Black, John, laborer.
Badgley, ——, clerk.
Buchanan, James, engineer.
Borland, Lewis, miller.
Beavis, Francis, laborer.
Calden, William, tanner.
Chase, Parse, cooper.

Lumsden, Andrew, cabinet maker.
Mahony, Dennis, shoemaker.
McCrea, Amos, Physician and coroner.
McPherson, ——, tailor.
McCann, James, shoemaker.
McGregor, Peter, carpenter.
McNevan, Archibald, mason.
Neish, John, shoemakers.
Orr, Alexander, merchant.
Russell & Humphries, general-dealer.
Renwick, Walter, butcher.
Read, George, Postmaster, general dealer, Clerk of Council, and Division Court and issuer of marriage licenses
Short, Thomas, M.P.P., general dealer, lumber-merchant and mill-owner
Sinclair, James, saddler and harness-maker.
Steele, James, carpenter.
Stevenson & Co., wagon-makers.
West, David, carriage and sleigh maker.

English, G. & R., cooper.
Hicks, James, shoemaker.
Hope, Richard, carpenter.
Leclere, Lewis, laborer.
Sherar, Robert, carpenter.
Short, Richard, miller.
Short, T., general dealer and millowner.
West, William, millwright.
SOUTH DOURO.

Or, as it is sometimes called, St. Joseph, is a small village in the Township of Douro, the principal feature in which is the Catholic Church of the Township. It is about 9 miles from Peterboro', and has a population of about 50.

Costello, Patrick, grocer.
Fitzpatrick, Peter, tavern-keeper.
Mackey, Rev. Michael, Roman Catholic.

Sullivan, Daniel, post-master and general store.

THE VILLAGE OF LAKEFIELD.

Is a beautiful little Village situated in the Township of Douro, on the banks of the Katchewanoc Lake. It is the residence of a number of young Englishmen, who have come to the country with the view of learning the art of farming, or “roughing it in the bush.” There is an Episcopal Church in the Village, a couple of Stores, and an excellent Saw Mill, recently erected by Mr. Nathaniel Shaw, capable of cutting about 7,000,000 of lumber annually. There is also a Grist Mill, the property of Mr. D’Arcy. The population of the village is about 80.

Casement, Robert, J. P. Post master, Township Clerk and Treasurer, and General Dealer.
Shaw, Nathaniel, mill owner.

Shaw, John, general store.
Strickland, Samuel, J. P. agent for Canada Company.

THE VILLAGE OF BRIDGENORTH.

This village is situated on the shores of Chemong Lake, in the Township of Smith, about 6 miles from the Town of Peterborough. It has one store, three hotels, and a couple of steam mills, the property of S. S. Kelly and Walter Scott. The first cutting about 300,000 feet during the summer months, the latter about 500,000 feet. There are three steamboats running from this place, the “Fly” and “the Ogemah” to Lindsay, “the Peterborough” to Bobcaygeon. It is a favorite resort for fishing and pic nic parties. There is now in course of construction a railroad in continuation of the Cobourg Railroad to Bridgenorth, which when completed, will make it an important station for the transhipment of the lumber and produce of the rear Townships. The Port Hope, Lindsay and Beaverton Railroad company have it in contemplation to extend their road also to Chemong Lake. It has a population of about 75.

Rice, Mathew, saddler.
Dean, Marcus, S., postmaster, and general store keeper.
Dunbar, Asa, tavern-keeper.
Haley, Francis, tavern-keeper.
McCall, Charles, carpenter.

McCall, Charles, senior, butcher.
McCall, James, carpenter.
McDonald, Neil, blacksmith.
Moffat, William, tailor.
Moreland, James, cooper.
Scott, Rev. W. L. Wesleyan.

VILLAGE OF SPRINGVILLE.

This village is situated on the boundary between the Counties of Peterboro' and Durham, in the township of Monaghan and Cavan, about 7 miles from Peter-
boro'. The gravel road between Peterboro' and Port Hope, passes through it. There is a very handsome Presbyterian Church, of brick, erected on the rising ground overlooking the village. Population about 100.

Bell, Andrew, shoemaker.
Eyres, Thomas, Reeve of Monaghan, Postmaster and general dealer.
Fitzgerald, Miss, milliner and dress-maker.
Helm, Paul, Veterinary surgeon, and Hotel-keeper.
Jameson, John, weaver.
Jameson, Samuel, shoemaker.

Kidd, Alexander, blacksmith and carriage maker.
Lancashire, Joseph, druggist.
Mahony, Wm., blacksmith and carriage maker.
McDonald, John, blacksmith.
Morgan, Isaac, brickmaker.
Wilson, Alex., carpenter and contractor.

THE TOWN OF LINDSAY.

This flourishing Town which is situated about the centre of the County of Victoria, is built on both banks of the River Scugog. During the last session of Parliament it was incorporated, and now boasts a Mayor and Town Council. It is also the County Town elect, by Legislative enactment, of the County of Victoria, and so soon as the Municipal voters can agree upon a separation from the Sister County of Peterborough, will be the Seat of the Courts and all public offices.

For its age it cannot boast the size some would naturally expect, from the richness of the surrounding country. But for many years it laboured under disadvantages which even its enterprising inhabitants could not combat—in the shape of bad roads and the consequent difficulty of access to the seaboard.

But this is an age of Railroads, and the iron horse has within a few short months changed the aspect of Lindsay as well as of other places.

It now boasts a population of nearly 2000 souls. It also possesses an excellent water power, on which are mills both for gristing, and manufacturing Lumber; 1 Bank (an agency of the Upper Canada), four or five excellent Hotels, 2 Foundries, 2 Tanneries, Mechanics and operatives of all descriptions and callings; about 15 or 20 stores and shops, where every article, whether for use, ornament or comfort, can be obtained as easily and reasonably as in a frontier Town.

The learned callings are numerous represented, and the church, the bar and the medical professions have each their advocates. We must not omit the advantages attaching to Education, for which there are several Institutions—viz: Grammar and Common Schools both for males and females.

Add to all these advantages, which have been the result of time and enterprise, the local inducements which must certainly attract the emigrant and settler to Lindsay and its vicinity, are not the least prominent of its recommendations. It is situated in the heart of one of the richest arable counties in Canada. The soil of the surrounding Townships, on the score of fertility, easiness of culture and mineral promise cannot be surpassed. While the opening of new townships to the north, offers inducements to the comparatively poor settler, of a cheap homestead and future comfort, both for himself and family.

33
To the tourist Lindsay must eventually become, and is now the bourne to be fixed upon whether for the gratification of his artistic tastes or sporting propensities. Nine miles to the south and west is Scugog Lake, at the head of which is situate the flourishing village of Port Perry, interspersed with islands with all their pristine decorations of field and forest; and at about the same distance to the north is Sturgeon Lake, which offers to the invalid and sight-seer both cool and invigorating air, and scenery of the sublimest description. Beyond, to the northward, are Fenelon Falls and an almost endless chain of lakes and rivers, extending to the far north-west. To the eastward is another chain of lakes; and last though not least, and grandest of them all, the classic Otonabee, sweeping with its rapid current ever onward through a most romantic region; passing settlements and private villas: meandering through the pretty town of Peterboro with a pleasant murmur, until at length after miles and miles of wandering and mingling with other kindred streams, it merges itself in the "bright Ontario," and finally is lost in the embrace of the mighty Atlantic.

Four steamers ply to Lindsay; so there may be said to be a daily water communication betwixt that town and Peterborough. Fish and game are plenty in their seasons; and the means of communication from almost any point are available to rich and poor—to the robust and invalid—without trouble and at reasonable rates.

Adams, T. R., post master, Kent-street
Armstrong, Thos., gentleman, Caroline-street
Atkinson, George, saddler, Kent-street
Allanby, Dr. John, surgeon, &c., Paul-street
Anderson, John, cabinet maker, Wellington-street
Brown, David, tinsmith, Kent-street
Brady, Michael, carpenter, do
Brady, Thomas, mason, Russell-street
Butler, Thomas, labourer, Lindsay-street
Brady, Patrick, painter, Russell-street
Bourne, Nicholas, labourer, do
Broughall, Thomas, merchant, Kent-street
Brady, Jno., carpenter, Russell-street
Brady, Terence, carpenter, Lindsay-street
Britton, Charles, merchant, Ridout-street
Bigelow, S. & O., do, Peel-street
Brown, A. W., innkeeper, Lindsay-street
Brogden, Robert W., merchant, Mill Reserve
Baraga, John, waggon maker, Kent-street
Berry, John, saddler, Kent-street
Berry, Michael, do
Brookes, Robert T., architect, Kent-street
Brown, John, tanner, Bond-street
Bishop, Catherine, widow, Peel-street
Bank of Upper Canada, Mill-street
Baxter, H. A., engineer and surveyor, Colborne-street
Blackwell, Ed., joiner, Peel-street
Benson, Thomas, M. D., Bond-street
Clappison, David, Rev., Wesleyan
Caffrey, Phillip, shoemaker, Durham-street
Corrigan, Owen, laborer, Murray-street
Clarke, John, teamster, Glenelg-street
Clovin, Ed., yeoman, Adelaide-street
Connely, David, tailor, Kent-street
Clark, H. G., watchmaker, Kent-street
Chichester, Arthur, grocer, Ridout-street
Cunins, John, clerk, Ridout-street
Carew, Patrick, innkeeper, King-street
Cook, G. C., innkeeper, Kent-street
Carey, John, carpenter, Parks-street
Cook, J. C., saddler, Kent-street
Connery, John, laborer, Glenelg-street
Connery, Michael, blacksmith, Paul-street
Cain, Foster, tanner, Wellington-street
Culbert, William, joiner, Wellington-street
Cummingham, Anthony, joiner, Wellington-street
Campbell, Malachi, joiner, Kent-street
Cooley, Patrick, laborer
Clarke, Thomas, carpenter, Francis-street
Clarke, widow, Bond-street

D

Daley, Timothy, laborer, Peel-street
Downie, Louis, laborer, Division-street
Diamant, John, shoemaker, Kent-street
Duff, William, carpenter, Russell-street
Deane, Michael, P. L. surveyor, Russell-street
Deane, William, do Bond-street
Donnelly, Thomas, innkeeper, Kent-street
Douglas, Robert, shoemaker, do
Dunay, Wm., principal A. & G. S., Kent-street
Duncan, James, blacksmith, Queen-street
Dwyer, Michael, shoemaker, do
Daley, widow, do
Dawkins, Henry, tailor, Kent-street
Dennehy, G. J., P. L. surveyor, Kent-street
Dans, William, painter, Russell-street
Deane, Francis, waggonmaker, Wellington-street
Dunsford, Hartley, registrar, Melbourne-street
Duke, widow, Russell-street

E

Earl, Thomas, yeoman, Park-street
Earl, William, teamster, do

F

Funk, Joseph, innkeeper, Kent-street
Fraser, H., cabinet-maker, Lindsay-street
Farrelly, Rev. James, R. C. Priest, Glenelg-street
Fee, Thomas, carpenter, Kent-street
Fidler, Joshua, M. D., Glenelg-street

G

Griffith, shoemaker, Wellington-street
Gourley, Anne, spinster, Colborne-street
Gould, Thomas, carpenter, Peel-street
Goadman, Thomas, R. R. agent, Park-street
Gemson, George F., bookkeeper, Wellington-street
Hennesey, James, laborer, Paul-street
Healey & Co., merchants, Kent-street
Hawes, Arthur, clerk, do
Hardgrove, Michael, blacksmith, King-street
Hudspeth, T. A., barrister, Kent-street
Hennesey, George, carpenter, Division-street
Harding, Robert, shoemaker, Russel-street
Hand, E. D., publisher Advocate, Kent-street
Hudson, William, builder, Park-street
Hoey, Patrick, laborer, Bond-street
Hickey, James, do do

Ingle, Francis, carpenter, Russel-street
Ingle, Mark, do do Murray-street

Jackson, Dan., Rev., Wesleyan
Jewett, B. F., innkeeper, Ridout-street
Jeffrey, George, axemaker, Paul-street
Johnson, John, tailor, Russel-street
Johnson, Frances, spinster, Colborne-street

Killen, widow, Russel-street
Kennedy, John, merchant, Kent-street
Kennedy, Robert, assistant miller, Mill reserve
Kennedy, Robert, assistant miller, Mill reserve
Keenan & Lenihan, merchants, corner of Lindsay and E. Kent-streets
Kempt, George, lumber merchant, Russel-street E.

Larkin, Felix, laborer, Lindsay-street S.
Lennon, G. H., merchant, Kent-street
Lehane, Thomas, do King-street
Lacourse, Anthony, barrister, Kent-street
Leary, Richard, merchant, Mill reserve
Lee, John, carpenter, Peel-street
Lang, Robert, mill owner, Kent-street E.

M'Laughlin, Dennis, laborer, Division-street
McCaffing, Charles, sailor, Lindsay-street S.
M'Laughlin, Thos., do do
Murphy, Jeremiah, blacksmith, Wellington-street
M'Cabe, John, laborer, Durham-street
Magneur, James, laborer, Glenelg-street
M'Mahon, James, do Division-street
Murray, James, do Durham-street
Mitchell, John, saloon keeper, Kent-street
M'Pherson & Co., merchants, do
M'Donnell, Wm., baker, Russel-street
M'Donnell, Wm., custom house officer, Peel-street
Morris Edward, victualler, Mill reserve
M'Call, Richard, carpenter, Kent-street
Marshall, Peter, baker, Kent-street
Mattie & Anderson, cabinet-makers, Peel-street

M'Caul, Alexander, lumber merchant, Kent-street E

M'Carty, Jeremiah, chair and cabinet maker, Ridout-street

M'Neil, William, tanner, Bond-street

Moore, John, tinsmith, Peel-street

M'Carty, Charles, architect, King-street

Montgomery, Robert R. G., cabinet maker, Kent-street

M'Phee, Peter, gentleman, Peel-street

M'Mullen, Rowland, tailor, Peel-street

Morey, A. & B., iron founders, Ridout-street

Mattie, John, boot and shoe merchant, Kent-street

M'Gaffney, Peter, laborer, Lindsay-street, south

M'Nabb, James, do Adelaide-street

May, Patrick, do Durham-street

Murray, James, carpenter, King-street

Mohin, Hugh, waggon maker, Lindsay-street, south

M'Kibbon, James, mayor, Russell-street, east

Nugent, Thomas, bailiff, Peel-street

O'Neil, Paul, laborer, Glenelg-street, east

Oakley, Thomas, shoemaker, Peel-street

O'Keef, John, shoemaker, Bond-street

O'Neil, Michael, school teacher, Glenelg-street

O'Leary, Jeremiah, assessor and collector, Lindsay-street

Pyne, Patrick, carpenter, Peel-street

Pearce, Edward, laborer, George-street

Palmer, Reuben B., bailiff, Kent-street

Patrick, T. C., druggist, do

Russel, Wm. L., merchant, do

Rice, Richard, clerk, do

Rodden, R. J., merchant, do

Roach, G. M., do do

Russel, John, laborer, Glenelg-street

Russel, Cornelius, bricklayer, Russell-street

Spratt, Thomas, carpenter, do

Smith, W. D., shoemaker, Wellington-street

Stoughton, Wm., druggist, Kent-street

Silverwood, Wm., grocer, do

Smith, Andrew, and J. Barragy, blacksmiths and waggon makers, King-street

Silver, Daniel, lime burner, Simcoe-street

Slyght, Lyman A., carpenter, Bond-street

Sheehan, Jeremiah, laborer, George-street

Salisbury, Stephen, butcher, Lindsay-street

Thatcher, Widow, Peel-street

Thatcher, Simeon, carpenter, Peel-street

Thornhill, William, gentleman, Wellington-street

Thirkell, John, merchant, Kent-street

Thirkell, Wm., gentleman, do

Tully, John, tailor, do

Thompson, Wm., grocer, do
Timmerman, Henry, carpenter, Peel-street
Tighe, John, cooper, Francis-street

W

Wiley, John, laborer, Albert-street
Waite, Henry J., Victoria Herald, proprietor, &c., Peel-street
Workman, Hugh, livery stable keeper, Ridout-street
Walker, James, steward, mill reserve
Workman, J. & W., merchants, Kent-street
Wilson & Sheppard, do Lindsay-street
Watson, James, do William-street
Wright, Alfred, boot and shoe maker, Ridout-street
Walsh, Anthony, laborer, George-street

THE VILLAGE OF OMEMEE,

The principal village in the township of Emily, is situated on Pigeon River, which, besides supplying it with Hydraulic power, promises to be an important inlet for the produce and lumber of the northern townships. It has one excellent flouring and grist mill, with three run of stones; a very good saw mill, and a carding and fulling mill, all worked by water power. It contains two churches — an Episcopalian and Wesleyan; a grammar school; fifteen stores — some of them very good ones; two bakeries and groceries; two taverns, and a temperance hotel; three saloons; and blacksmiths, cooperers, waggon makers, shoe makers, tailors, carpenters, harness makers, and dress makers, in fair numbers. Omemee boasts a very excellent newspaper the "Warder," published by Mr. Joseph Cooper. It is on the line, and is one of the most important stations, of the Port Hope, Lindsay and Beaverton Railroad; and should the inhabitants be successful in procuring Government assistance to dredge and improve the navigation of Pigeon River — now capable, when the water is high, of floating a steamer to the village — there is little doubt that it will become a town of very great importance. It has a daily mail from Port Hope, Peterborough, and Lindsay. The population is between 500 and 600.

Andrew, G. & H., blacksmith
Balfour, Gabriel, carpenter
Banners, William, baker
Beatty, George, carpenter
Bentty, William, general store
Bell, Thomas, shoemaker
Black, Wm., druggist, &c
Blackwell, Mrs., hotel keeper
Bradburn, James, general store,
Bradburn, Stewart, general store
Clarke, James, station master
Cooper, Joseph, proprietor and publisher of "Warder,"
Clarke, James, station master
Cottamgham, Samuel, grocer and baker
Cottamgham, William, millowner, and Warden United Counties of Peterborough and Victoria,
Curry, William, general store
Dies, Chester, teacher
Ellery, Samuel, sawyer
English, Andrew, bailiff
English, James, township assessor
English, Samuel, carpenter
English, William, do
Equitable Insurance Company, Thos., Matchett, agent
Goodfellow, John, Rev., Wesleyan
Goodlife, John, carpenter
Grundy, Robert, post master
Graves, Giles, carpenter
Hale, Charles, general store
Hanna, John, cooper
Hickie, John Rev., Church of England
Hartly, Charles, temperance hotel
Hartly, David, carpenter
THE VILLAGE OF DOWNEYVILLE:

A small village in the township of Emily, situated on lots 6 and 7, on the 9th and 10th concession. It has three stores, one hotel, one saloon, two shoe shops, two blacksmiths' shops, one milliner's shop, and one church—Roman Catholic. It is about 8 miles from Lindsay. Population about 100.

Coile, Rev. Mr., Roman Catholic  general dealer
Collins, Michael, general store Walsh, Michael, grocer
Lehane, M., J.P., post master, and

THE VILLAGE OF BOBCAYGEON.

This rising village stands on an island on the east side of the township of Verulam. The island is formed by the waters of Sturgeon Lake on the west side and Pigeon Lake on the east, and is composed of a very superior chrisaline limestone. There is an excellent grist and saw mill at Bobcaygeon, which, although stopped for some time during the progress of the construction of the Bobcaygeon locks, are now at work again. There are two other saw mills on the south side of Sturgeon Lake, worked by a stream called Sheriff's Creek; and on the north side of the lake Mr. J. W. Dunsford has a shingle factory, capable of cutting 12,000 shingles in 12 hours. There are two stores in the village, and the industrial callings are fairly represented. The Government have recently opened up a road, for free settlement, from Bobcaygeon into the
interior country. Upwards of a score of new townships are being opened up, and settlement is taking place very rapidly. Population of the village about 150.

Baxter, H. A., civil engineer
Beatty, William, store keeper
Beck, George, township clerk
Boyd, Mossom, mill owner
Dunsford, J. W., J.P., reeve and mill owner
Hunter, John, post master and general dealer

Lloyd, ---, M.D., physician
M'Connell, John, general store
M'Coleman, ---, blacksmith
Peterson, Rev. A. L., Wesleyan
Ritchie, John, tavern keeper
Rigney, J., contractor

FENELON FALLS.

The village of Fenelon Falls is one of the most flourishing in the county of Victoria. It is situated in the township of Fenelon, between Cameron and Sturgeon Lakes, and derives its name from a beautiful water fall in its vicinity—a complete Niagara in miniature, about 20 feet high and 300 feet wide. The site of the village is owned by James Wallis, Esq., who had extensive mills—lumber, and flouring—which were kept well employed in preparing the produce of the field and forest for market. The saw-mill was unfortunately destroyed by a fire a short time ago—a loss very severely felt by the surrounding country, but which, it is hoped, will soon be repaired. It has a couple of good stores, and an excellent hotel. Boats between Peterborough and Lindsay touch daily at Fenelon Falls, thus giving its inhabitants great facilities for reaching the seacoast. There is also, a direct water communication with Port Perry. It is distant from Lindsay 16 miles, and from Peterborough 38 miles. Population about 100.

Arthur, George, lath manufacturer
Bell, T., blacksmith
Clark, Rev., Church of England
Crowly, F., shoemaker
Dennistoun, Alex., lumber merchant
Fitzgerald, James, post master, and general dealer
Humphrey, Alex., mail contractor
M'laren, James, general dealer
Scully, B., storekeeper
Twoomey, Jerry, blacksmith
Veetch, J., Miller
Wallis, James, mill owner and general dealer

THE VILLAGE OF BALD POINT.

This is a small hamlet—which it is perhaps unfair to dignify with the name of village—in the township of Fenelon. It has a saw-mill, cutting about 3,000 feet of lumber per day, and a general store.

Bowes, John, miller and general dealer.

THE VILLAGE OF CAMBRAY.

This is another small village in the township of Fenelon. It has a very fine saw-mill, one shingle machine, a blacksmith's shop, and post office.

Elliott, Joseph, millower
Lawrence, Thomas, do
Moffatt, James, blacksmith
Wilkinson, Joseph, post master and shingle manufacturer
THE VILLAGE OF OAKWOOD.

This village is situated in the flourishing township of Mariposa, about eight miles from Lindsay, on the line of the proposed extension of the Port Hope and Lindsay road to Beaverton. It has an excellent steam saw mill, three stores, a waggon shop, blacksmith's shop, &c., and a very comfortable hotel. The population is about 50.

Atkinson, Thomson, carpenter
Armitage, Mark, wheelright
Bateman, Henry, carpenter
Boussel, Andrew, plough maker
Hall, Mrs., widow
Brotherston, S., blacksmith
Bows, Emanuel, general store
Cameron, Archibald, general store
Cook, Rev. John, Episcopal Methodist
Cummings, John, tailor
Doan & Cliff, blacksmiths
Eck, John, harness maker
Fraser, G. E., teacher
Gilbert, Calvin, carpenter
Harnom, William, shoemaker
Holborn, Samuel, wheelmaker
Irvine, Samuel, gentleman
James, J., tailor
Jacobs & Higgins, blacksmiths
Lake, Elijah, bailiff
Lyttle, John, township clerk and clerk of Division Court
M'Clurry, John, general store
M'Lauchlan, A. A., reeve
Mark, Thomas, township treasurer
Martindale, G., blacksmith
Martindale, Mathew, shoemaker
M'Lauchlan, D. S., cabinet maker
M'Lauchlan, W. H., post master
M'Lauchlan, John, carpenter
M'Kinnon & McKean, Misses, dress makers
Pearson, H. J., blacksmith
Pearson, Milton, carpenter
Pillen, G., weaver
Rilsauce, Wm., general store
Taylor & Waistbraid, steam grist mill
Weir, J., cooper
Wood, S. C., general store

THE VILLAGE OF PORT HOOVER.

Is situated on Scugog Lake, in the township of Mariposa, about twenty miles from Lindsay.—It has a couple of good wharves and store houses, and is an excellent wheat market,—upwards of 100,000 bushels being purchased there annually. The steamer from Lindsay to Port Perry calls there daily. It has a couple of stores, a pump manufactory, tavern, &c. Population about 100.

Hoover, Daniel, farmer
Hoover, Thomas, gentleman
Shaver, ---, pump maker

THE VILLAGE OF LITTLE BRITON.

This village is situated on lots 15 and 16, in the 4th and 5th concession of the township of Mariposa. — It has a saw mill and carding and fulling mill, a very good store, two waggon shops, two shoe shops, a tavern, two carpenters' shops, two blacksmiths, &c., and a number of private dwellings. Population about 100.

Brotherston, John, blacksmith,
Bluett, James, ---, do
Hicks, ---, shoemaker
Lobb, John, waggon maker

Motherell, Samuel, carpenter
Rogers, Obadiah, ---, do
Saunderson, G. & J., general store
Wiggins, Daniel S., tavern keeper
THE VILLAGE OF MANILLA.
This is a thriving village situated on the boundary between the townships of Brock and Mariposa, in the counties of Ontario and Victoria. It is on the line of the Port Hope, Lindsay and Beaverton Railway, and has a daily mail from Lindsay. It is only 15 miles from Beaverton, and about 14 from Lindsay. Population about 400.

Andrews, George, tailor
Bullen & May, general store
Bullock, Geo., shoemaker
Campbell, Alex., J.P.
Campbell, Allan, general store
Chesterfield, Wm., shoemaker
Clark, Alex., blacksmith
Clark, George, tailor
Clark, John, waggon & carriage maker
Condon & Thompson, pump makers
Coon, James, carriage maker
Coulter, Sylvester, tanner
Douglas, Mary, Post Office
Fry & Anderson, general store
Gent, William, cabinet maker
German, Henry, butcher
Gordon, Adam, general store
Hough, Willis B., hotel keeper
Jackson, Donald, teacher
Martin, C. E., M.D.

Maybee, Rynard, saddle and harness maker
M'Bain, James, auctioneer
M'Donald, Hector, J.P.
M'Fayden, Alex., blacksmith
M'Fayden, John, general store
M'Fayden, Laughlan, turner
M'Gaw, Seth, tinsmith
M'Intyre, Alex., carpenter
M'Lean, Archibald, blacksmith
M'Lean, Donald, carriage maker
M'Lean, Malcolm, shoemaker
Pearce, George, shoemaker
Philip, Jonathan, cabinet maker
Short, Adolphus, butcher
Smith, Andrew & Co., general store
Smith, Henry, ashery
Tilliston, John, general store
Tweedie, Rev. G., United Presbyterian

THE VILLAGE OF WOODVILLE.
This village is situated on the boundary line between Eldon and Mariposa, about 45 miles from the town of Peterborough. It is the seat of the township meetings of the township of Eldon, and the Division Court of the township is also held there. Population about 300.

Bignol, Thomas, waggon maker
Campbell, Gregor, blacksmith
Clark, Peter H., M.D.
Ferguson, Israel, J.P., clerk of the Division Court
Irish, Eldridge R., J.P.
Irish, John R., tavern keeper
Jackson, Duncan, tailor

M'Dougall, Alex., shoemaker
M'Lean, Neil, storekeeper
Millan & Brother, storekeepers
Morrison, Andrew, storekeeper
Morrison, John, post master and general store
Stewart, Alex., blacksmith
Stuart, James, harness maker

ATTRACTION FOR TOURISTS.
Many years ago, the beautiful scenery of "the back Lakes" attracted the attention of a number of young Englishmen, who were much more intent upon the enjoyments of shooting and fishing than the more laborious duties of the settler in the back woods, and a number of them fixed their abodes in the townships, along the banks of those Lakes. A few years, however, sufficed to show them that the attempt to introduce the system of gentleman farming in the back woods of Canada was a failure; the ideal home they had pictured to
themselves, receded from their vision, and they gave up the trial which they
made in despair of every accomplishing their wishes.

The scenery which attracted them is no less beautiful and attractive to-day;
and the improvements that have been made in the navigation, render the tour
one of the pleasantest in Upper Canada. A railroad from Cobourg or Port Hope
conveys the traveller to Peterboro', thence by stage he goes to Chemong Lake,
the first of the chain, a distance of six miles, where he will find a most comfort­
ably fitted up steamer, the OGEMI, upon which having embarked he commences
his tour on "the back lakes."

The Indian village—a few straggling houses on a point which jets out in the
stream, dividing Chemong from Pigeon Lake—is reached in about half an hour
from the starting point. Passing it we enter Pigeon Lake, and the scenery at
once begins to improve. The channel is somewhat circuitous, so that at times
we appear to be sailing directly upon the shore, when a sudden turn would
show a channel, to the unexpected eye quite hidden before. The Lake is prettily
studded with islands, and here and there are opening channels leading to other
lakes. The approach to Bobcaygeon is indicated by the rocky appearance of the
shores. Layer upon layer of crystalline granite, the formation of the island
upon which stands the village, rise out of the water upon either side, showing a
bold craggy, and withall rather inhospitable front. To this may be attributed
the generally injurious prejudice with regard to the character of the country
recently opened up by the Government: a prejudice which experience and
observation have effectually dispelled.

The lock at Bobcaygeon is a splendid piece of workmanship; the stone
being obtained on the spot. At this moment workmen are busy getting out the
stone for the Lindsay lock, which it is expected will be proceeded with
immediately. To the right of the Lock stands Mr. Boyd's saw mill, to the left
lies the village, the progress of which is indicated by the number of new houses
that are going up, or from their appearance, have been just completed. Through
the locks we enter Sturgeon Lake, a beautiful sheet of water, freer from islands
than Pigeon Lake, and much larger than either of the former ones we passed
through. Steaming up the Lake, we stop at Blythe, the late residence of
John Langton, Esq. It is a beautiful spot, so beautiful as amply to compensate
for its present comparative loneliness. Here we take in wood and then move
off for the Falls.

Fenelon Falls are approached by a narrow and somewhat circuitous stream,
walled on either side by a dense green foliage. The first indication of them is
the gurgling and eddying of the water, and a sudden turn in the channel brings
us immediately under and in full view of the Falls on the left, and of the village
in front. They are in horse shoe form—a very miniature of Niagara.
Above them is a bridge, and immediately under the bridge a dam, which gives
to the scene the appearance of a double fall. To the right of the fall stands the
grist mill, a substantial stone building, and the ruins of the saw mill recently
destroyed by fire. There is a very good wharf, and the approach to the village
is by a steep hill, leading up from it, through embankments which are connected by a bridge. To the left of the wharf, as we stand upon it, is a very high hill, upon which is erected the new Episcopal Church, a very handsome building. This hill commands a most majestic view, taking in Sturgeon and Cameron Lakes, the Falls, Scugog River, and an immense tract of surrounding country.

The residence of James Wallis, Esq., is beautifully situated upon Cameron Lake, in the midst of a cluster of native forest trees. There is a good hotel in the village, which has just been re-opened.—It is a very fine building, and is fitted up in the most comfortable manner.—There are about twenty-four bedrooms in the house, besides a large number of sitting-rooms. There are few places where a family, worn out with the toils and bustle of town or city life, could more pleasantly spend a few days. The hotel commands one of the very best views of the Falls.

Re-embarked, we wend our way back to Sturgeon Lake, and enter the Scugog River en route for Lindsay. By the damming up of the rivers, the Scugog has been very much injured in so far as appearance is concerned—immense tracts of drowned land stretch along each side of it, and the perfect forest of leafless pine trees, through which we sail, has the reverse of a cheerful appearance. Yet even here, the lover of the picturesque can gratify his taste. Every here and there, peeps out through the drowned land, a green spot covered with foliage, and offering good pasture for the cattle, looking like oasis amid surrounding desolation. The appearance of the river varies but little until we arrive at Lindsay. At Lindsay the passengers are met by carriages from the different hotels. Here the night can be spent, and early next morning the tourist can take the cars for Port Hope, passing on his way down through a very fine tract of country. To the lover of beautiful scenery, to the person panting to get away from the wear and tear of business, and hold communion for a season with the beauties of nature, this tour can be recommended with very great confidence.
Return of Improvements made by the Irish Emigrants, located in the Newcastle District, under the superintendence of the Hon'ble Peter Robinson, in 1826.

<table>
<thead>
<tr>
<th>Townships</th>
<th>Number of Locations</th>
<th>Number of Acres cleared</th>
<th>Produce raised in 1826</th>
<th>Bushels Wheat sown this Fall</th>
<th>lbs. Maple Sugar made this Spring</th>
<th>Purchased by themselves</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douro</td>
<td>60</td>
<td>245 1/2</td>
<td>8,251</td>
<td>4,175</td>
<td>1,777</td>
<td>80 1/2</td>
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<tr>
<td>Smith</td>
<td>34</td>
<td>113 1/4</td>
<td>4,800</td>
<td>1,550</td>
<td>637</td>
<td>40 1/2</td>
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<tr>
<td>Otonabee</td>
<td>51</td>
<td>186</td>
<td>10,500</td>
<td>4,250</td>
<td>1,395</td>
<td>33</td>
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<tr>
<td>Emily</td>
<td>142</td>
<td>351 1/4</td>
<td>22,200</td>
<td>7,700</td>
<td>3,442</td>
<td>44 1/2</td>
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<tr>
<td>Ennismore</td>
<td>67</td>
<td>195</td>
<td>8,900</td>
<td>3,000</td>
<td>1,042 1/2</td>
<td>44 1/2</td>
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<tr>
<td>Asphodel</td>
<td>36</td>
<td>173</td>
<td>9,150</td>
<td>2,850</td>
<td>1,733</td>
<td>86</td>
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<tr>
<td>Ops</td>
<td>7</td>
<td>12</td>
<td>800</td>
<td>100</td>
<td></td>
<td></td>
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<tr>
<td>Totals</td>
<td>397</td>
<td>1276 1/4</td>
<td>64,601</td>
<td>23,625</td>
<td>10,026 1/2</td>
<td>336</td>
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</table>

**EXTRACT FROM THE ASSESSMENT ROLLS OF THE COLBORNE DISTRICT.**

<table>
<thead>
<tr>
<th>Years</th>
<th>Brick or Stone Buildings, One Story</th>
<th>Brick, Stone or frame buildings, over one Story</th>
<th>Merchant's Shops</th>
<th>Pleasure Wagons</th>
<th>Horses</th>
<th>Cattle</th>
<th>Total Amount Taxation</th>
</tr>
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<tbody>
<tr>
<td>1842</td>
<td>10</td>
<td>35</td>
<td>24</td>
<td>9</td>
<td>1336</td>
<td>9809</td>
<td>$6,916 60</td>
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<tr>
<td>1843</td>
<td>6</td>
<td>49</td>
<td>24</td>
<td>14</td>
<td>1514</td>
<td>10493</td>
<td>7,223 65</td>
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<tr>
<td>1844</td>
<td>14</td>
<td>51</td>
<td>34</td>
<td>29</td>
<td>1679</td>
<td>10661</td>
<td>11,101 10</td>
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<tr>
<td>1845</td>
<td>18</td>
<td>71</td>
<td>53</td>
<td>34</td>
<td>1979</td>
<td>11530</td>
<td>11,274 80</td>
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<tr>
<td>1846</td>
<td>18</td>
<td>103</td>
<td>62</td>
<td>27</td>
<td>2247</td>
<td>11270</td>
<td>12,261 19</td>
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<tr>
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<td>24</td>
<td>122</td>
<td>58</td>
<td>35</td>
<td>2543</td>
<td>11676</td>
<td>14,527 85</td>
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<tr>
<td>1848</td>
<td></td>
<td></td>
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<td></td>
<td>9,724 58</td>
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<tr>
<td>1849</td>
<td>39</td>
<td>151</td>
<td>51</td>
<td>42</td>
<td>2887</td>
<td>12789</td>
<td>14,091 24</td>
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<tr>
<td>*1850</td>
<td>35</td>
<td>69</td>
<td>25</td>
<td>22</td>
<td>2523</td>
<td>12605</td>
<td>12,634 19</td>
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</tbody>
</table>

*The Town of Peterborough is not included in this year except in the item of Total Amount of Taxation.*
Dates of the Official Surveys of the different Townships composing the United Counties of Peterborough and Victoria.

<table>
<thead>
<tr>
<th>Year</th>
<th>Township</th>
<th>Year</th>
<th>Township</th>
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<tbody>
<tr>
<td>1818</td>
<td>Emily</td>
<td>1825</td>
<td>Ops.</td>
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<tr>
<td>do</td>
<td>Monaghan</td>
<td>do</td>
<td>Peterborough.</td>
</tr>
<tr>
<td>do</td>
<td>Smith</td>
<td>do</td>
<td>Ennismore</td>
</tr>
<tr>
<td>1819</td>
<td>Otonabee</td>
<td>1828</td>
<td>do</td>
</tr>
<tr>
<td>1820</td>
<td>Asphodel</td>
<td>1830</td>
<td>Smith</td>
</tr>
<tr>
<td>do</td>
<td>Mariposa</td>
<td>1831</td>
<td>Baxley</td>
</tr>
<tr>
<td>1821</td>
<td>Monaghan</td>
<td>1832</td>
<td>do</td>
</tr>
<tr>
<td>1823</td>
<td>Belmont</td>
<td>1833</td>
<td>Lindsay, Town.</td>
</tr>
<tr>
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<td>Douro</td>
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COMPARATIVE STATEMENTS,
Culled from the Assessment Rolls of the different Townships composing the present Counties of Peterborough and Victoria, then the Colborne District, from the years 1842 to 1850, inclusive.

BELMONT.

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ASPHODEL.

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*Belmont was united to Asphodel in 1850. The figures therefore include both Townships.
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*During these years Harvey was united with Smith.
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## MONAGHAN

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†The Town of Peterboro' was separated from Monaghan in 1850.
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THE BOBCAYGEON ROAD.

As remarked elsewhere, the Government have recently commenced the construction of a colonization road, extending in a northerly direction from Bobcaygeon to Bell's Line, upon which free grants of land of one hundred acres each are given to actual settlers. At the first a strong prejudice existed against the work, the country being regarded as utterly useless for agricultural purposes; but actual experience has changed the tone of public sentiment, and now settlement is taking place very rapidly, lots being staked off for occupation five and ten miles in advance of the surveyors, even as far as Bell's line, forty-five miles from the village of Bobcaygeon. A great number of new Townships have been laid out, which, by an act of the present Parliament have been united to the Counties of Victoria, Peterboro' and North Hastings respectively. The following description of the Country is extracted from a report of M. Deane, Esq. Provincial Land Surveyor:—

"The first section, extending from the starting point at the North East Corner of Somerville to 6½ miles on the main line, the land is of a rough undulating character with occasional valleys and patches of good sandy loam soil, the prevailing timber is hardwood, intermixed with hemlock and pine.

"The next section extending from 6½ miles to 12 miles, the land is generally of a good description, the soil being composed of a sandy loam, and comparatively free of stone, it is well watered and fit for compact settlement.

"The next section extending from the 12th to 18th mile is tolerable land, more stony and undulating than the last section, soil the same as above described, the timber, hardwood mixed with pine and hemlock.

"The next section extending from the 18th mile to Mr. Bell's line, the land on the east side of the line is the same as the last section, but on the west side, the land is more hilly, stony and hemlocky.

"The whole line with some few deviations affords a good, direct and practicable site for a road.

"The country generally, with the exception of the section between the North boundary of Somerville and Gull Lake is adapted for settlement, the whole is well watered, being very much intersected by streams, rivers and lakes; those of..."
the latter which are connected by the great chains of water, abound with mackinonge, white fish and salmon trout. Falls and rapids are very numerous on these waters, affording great facilities for working machinery by water power."

Another report from the same gentleman, dated 28th May, 1857, gives the following account of the Country on the Northern boundaries of the Townships of Galway, Cavendish and Anstruther, the first of the new Townships united to the County of Peterboro':

"The following is a brief description of the lands met with on the Northern boundaries of the Townships of Galway, Cavendish and Anstruther, viz: commencing at the North East Corner of Somerville, from which to 5 miles 50 chains the land generally is of a good quality, being well watered, composed of loamy soil, and bearing hardwood timber, intermixed with hemlock and pine, the latter of an inferior quality. From 5 miles 50 chains to 7 miles 66 chains, the line passes through an ancient windfall, subsequently burnt, and now overgrown with brushwood; this burnt land does not extend more than half a mile on the north side of the line, but towards the southward it widens out and extends beyond the limits of exploration.

"From 7 miles 66 chains to 9 miles 10 chains the land on both sides of the line within the limits of exploration is of an excellent quality, the soil is clay loam and the timber is principally hardwood.

"From 9 miles 10 chains to 10 miles 41 chains the land along the line and on each side is tolerably good, being very undulating, the timber is hardwood mixed with hemlock and pine, the soil is sandy loam and rocky in places.

"From 10 miles 40 chains to 21 miles the land generally is of an inferior quality, being a succession of ridges all of which are more or less rocky, while in most of the intervening vallies the soil is deep and fertile, some of the vallies, however, are swampy owing in a great measure to the water being dammed up by beaver works, these animals being very numerous in this section of the country.

"From the 21st mile to the North East Corner of Anstruther, the line runs through a good tract of land which does not extend more than two miles to the south, but widens and extends northward beyond the limits explored, the timber is hardwood intermixed with hemlock and pine, the soil is clay loam, very undulating, somewhat stony and rocky in places.

"The line generally would afford a tolerable route for a road, and though the Country is interspersed with small lakes, only five occur on the line.

"The whole route is through the granite region, and from indications in the rocks, the redness of the soil, and the extraordinary fluctuation of the needle, I am of opinion that there is abundance of iron ore in many places on the line.

"As a lumbering country, its resources are very limited, the pine generally is of an inferior quality, and none seen fit for merchantable timber."

The class of settlers that are taking up lots are such as to justify a hope of the rapid development of the resources of these hitherto unproductive Townships. Young farmers and intelligent mechanics are taking up lots, determined to carve out for themselves a home and independence. They are well accustomed to the country, and commence their work with the full knowledge of the difficulties and privations incident to the life of the first settler in the back woods. Although the lands have only been offered for nine months, no less than 200 persons have already taken up lots, and commenced, or are about immediately to commence their settlement duties. Lots are located as far as No. 28 in Anson, a distance of 18 miles beyond the works, and 37 miles from Bobcaygeon, while those in rear of free grants are being rapidly taken up, even before they are
surveyed. In Galway alone, about forty free grants have been made; and about 100 applications have been made to purchase lots in rear of the free grants, so soon as the Government regulations are issued. This region will become directly tributary to the advancement of the town of Peterboro', and promises greatly to enhance its prosperity."

THE INDIAN TRIBES.

The following extracts from the reports of the special Commissioners to enquire into the Indian affairs of Canada, having reference to the condition of the remnants of tribes still remaining in this District, will be found interesting:—

THE MISSISSAGUAS OF RICE, MUD AND SCUGOG LAKES.

These Bands, members of the same Tribe, surrendered the greater part of their possessions in 1818 for an annuity of $2960 (£740). The tract so ceded contains 1,951,000 acres, situated in the Newcastle District.

The Rice Lake Indians occupy about 1,550 acres of land, of which 1,120 were granted in 1834 to Trustees for "the benefit of the Indian Tribes in the Province, and with a view to their conversion and civilization."

They have subsequently purchased 430 acres in addition, out of their own funds, 200 acres in Otonabee are also held in trust for the joint benefit of the Rice and Mud Lake Indians.

RICE LAKE.

These Tribes are all Christianized; the Rice and Scugog Indians adopting the Methodist Form of belief, while the Mud Lake Tribe are under the Superintendence of the New England Company. Their present Minister is a Baptist.

The Rice Lake Indians number 145, being a small increase within the last fifteen years. Their Village contains 26 houses, all but one of which are built of logs, 13 barns, of which 11 are frame structures, a frame church, a schoolhouse, a council house, and a schoolmaster's house.

The school is at present kept by a White woman, and the usual attendance is reported latterly to have reached 30. During the past winter it averaged about half that number. The total number of children of an age to attend school is given at 40.

MUD LAKE BAND.

These Indians are so called from their settlement on Mud or Chemong Lake, where they have been located upwards of twenty-five years.

They occupy a tract of 1600 acres in the Township of Smith, which was given for them in trust to the New England Company in 1837. Their present clergyman, the Rev. Mr. Gilmour, has allotted to each family a parcel of ground varying from one to four acres. They number 96 individuals, holding 70½ acres of land, all of which are cleared. Their public property consists of a log church, and a small quantity of farming implements and stock. They possess 17 houses and 6 sheds or barns, all of which are made of logs. The produce raised last year was:

<table>
<thead>
<tr>
<th>Crop</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>Spring Wheat</td>
<td>35 Bushels</td>
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<tr>
<td>Indian Corn</td>
<td>15 &quot;</td>
</tr>
<tr>
<td>Potatoes</td>
<td>195 &quot;</td>
</tr>
<tr>
<td>Hay</td>
<td>10½ Tons</td>
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</table>

Their stock comprises 4 horses and 17 head of cattle. The average attendance at school is said to be about 20.

SCUGOG LAKE BAND.

These Indians formerly occupied a Reserve of 1286 acres in the Township of Bexley in Balsam Lake. Having become dissatisfied with the climate and quality of the soil in their location, they were permitted to purchase out of the
proceeds of their annuity 600 acres in the Township of Cartwright, on the shores of Lake Scugog.

The improvements in their former farms were to be sold for their benefit, but, though repeatedly advertised for sale, no purchasers have as yet appeared for the land. This seems to have disheartened them, and although they bought their present Reserve for the purpose of improving in agricultural pursuits, they have only cultivated about 30 acres. On these they raised wheat, oats, Indian corn, potatoes, &c., but not in sufficient quantity to supply the Band with food.

They possess as public property 8 log houses, and a school house built in the same way, but the last is in very bad repair. They have neither schoolmaster nor missionary resident among them.

The Band has dwindled since 1844 from 96 to 61, and this latter number comprises only 12 children of an age to go to school.

The Revenue of these three Bands is $2960 arising solely from their Annuity, as the 1268 acres which they have surrendered, not being yet sold, are still unproductive.

These Indians have only about 270 acres actually in cultivation, but 314 are returned as having been cleared.

They raised last year:

- Spring Wheat .................. 690 Bushels,
- Fall " .......................... 208 "
- Indian Corn ................... 78 "
- Peas ........................... 117 "
- Buck Wheat .................... 6 "
- Oats ............................ 177 "
- Potatoes ....................... 586 "
- Hay ............................ 39 Tons.

Their farming stock owned by individuals amounts to:

- Horned Cattle .................. 25
- Horses .......................... 19
- Pigs ............................ 56

They have also a very tolerable supply of farming implements, consisting of ploughs, harrows and fanning mills. They also possess several lumber waggons, wood sleighs, and other vehicles.

As doubts have been started respecting the Indian claim to the Islands in Rice Lake, it may be well to remark that at the time of the surrender of the country from the Head of the Bay of Quinte to the River Etobicoke, in 1788, Rice Lake was expressly reserved, and does not seem to have been subsequently ceded. It is true that there were such informalities in the execution of this Treaty, that Lt. Governor Simcoe declared it not to be binding except so far as the good faith of the Indians recognized it. They have carried out their share of the bargain, and we conceive that their claim to the Islands in Rice Lake should consequently be admitted.
Abstract of the Census Returns of the District of Colborne,
for the year 1842.

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<th>Canadian</th>
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<th>Church of Scotland</th>
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Abstract of Census Returns for the United Counties of Peterborough and Victoria, for the Year 1852.

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<th>Public Buildings</th>
<th>Natives of</th>
<th>Religion</th>
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**Note:** The table continues with columns for other products and domestic manufactures, followed by factories, etc., with columns for quantity produced in barrels and quantity produced in 1000 feet, along with columns for children attending school.
APPROXIMATE TABLE,

Shewing the annual increase of population in the Colborne District and United Counties of Peterboro' and Victoria from 1842 to 1857 inclusive, based upon the Assessment Returns.

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* The Town of Peterboro' is included in the returns for this Township from the years 1842 to 1849 inclusive.
Table shewing the number of Householders, aggregate amount of Ratable property, School Tax, and Total Taxation imposed by the Counties' Council of the United Counties of Peterboro' and Victoria, from 1851 to 1857 inclusive.

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<td>160</td>
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<td>160</td>
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<tr>
<td>Verulam &amp; Sommerville</td>
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Table showing the number of Householders, Aggregate Amount of Rateable Property, School Tax, and Total Taxation imposed by the Counties' Council of the United Counties of Peterboro' and Victoria from 1851 to 1857 inclusive (Continued).

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Table showing the number of Householders, Aggregate Amount of Rateable Property, School Tax, and Total Taxation imposed by the Counties Council of the United Counties of Peterboro and Victoria, from 1851 to 1857 inclusive, [Continued].

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<td>School Tax</td>
<td>Total Taxation</td>
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19
Average Quantity of Produce per acre raised in the different Townships composing the United Counties of Peterboro' and Victoria, as compared with the average throughout Upper Canada, compiled from census returns of 1852.

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<th>Townships</th>
<th>Wheat</th>
<th>Barley</th>
<th>Rye</th>
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<th>Peas</th>
<th>Indian Corn</th>
<th>Potatoes</th>
<th>Buck Wheat</th>
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<td></td>
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<td>11½</td>
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<td>56½</td>
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<td>18</td>
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<td></td>
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<td>16</td>
<td>19½</td>
<td>61½</td>
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<td>303½</td>
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<td>51½</td>
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<td>11½</td>
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<td>22½</td>
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<td>25½</td>
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<td>50</td>
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<td>18½</td>
<td>86½</td>
<td>17</td>
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<td>41</td>
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<td><strong>Total, Victoria</strong></td>
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<td>15½</td>
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<td>55</td>
<td>16</td>
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<td>23½</td>
<td>63½</td>
<td>13½</td>
<td>182½</td>
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VALUE OF LANDS.

The assessed value of lands in the county will be seen by the following table, prepared by a select Committee of the Counties Council at its last June session. A very erroneous idea, however, of the actual value of land in the counties is afforded by this table. From letters received in answer to questions addressed to well informed persons in the different townships, this is ascertained to be the fact.—In Fenelon, for instance, the average value of land by the assessment rolls is $7 76; while the real value is reported at from $8 to $20 per acre for wild lands! In Asphodel the assessment fixes the value at $5 60; while it is worth from $12 to $40. Emily assessment is $6 66; while the actual value is from $20 to $50; and so on we may go through the counties. A safe approximate would be arrived at by trebling the assessed value.

Abstract of County of Peterborough and Victoria Assessment Rolls for 1857.

<table>
<thead>
<tr>
<th>NAME OF MUNICIPALITY</th>
<th>NUMBER OF ACRES</th>
<th>VALUE OF REAL PROPERTY</th>
<th>AVERAGE VALUE OF LAND PER ACRE</th>
<th>TOTAL PERSONAL PROPERTY</th>
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LIST OF SAW MILLS.

Seawright's Saw Mill: Thos. Seawright, Proprietor. Situated on outlet of Round Lake, Lot 19th, 6th Con., Belmont. 1 saw, cuts 4,000 feet per day.

Breakenridge Mill: Jehiel Breakenridge, Proprietor. Situated on same stream, Lot 18, in 5th Con., Belmont. 1 saw, cuts 4,000 feet per day. This mill also contains a run of stones for gristing.

Holcombe's Mills: John Holcomb, Proprietor. Situated on Lot 12 in 2nd Con., Belmont. 1 saw, cuts 2,000 feet per day.

Pearce's Mill: Peter Pearce, Proprietor. On Lot 6th, in 9th Con., Belmont. 1 saw, cuts 2,000 feet daily.

Holbrook's Mills: James Holbrook, Proprietor. On Lot 4th in the 8th Con., Belmont. 1 saw, cuts 3,000 feet per day.

Norwood Mills: P. M. Grover, Proprietor. In village of Norwood. 1 saw, cuts 4,000 feet per day.

Grover's Mills: P. M. Grover, Proprietor. About a mile from Norwood. 1 saw, cuts 4,000 feet per day.

Westwood Mill: Ewing & Roxborough, Proprietor. Village of Westwood. 1 saw, cuts 4,000 feet per day.


Hasting's Mill: Messrs. Fowlds, Proprietor. Village of Hastings. 1 "yankee gang," 1 muley and 1 circular saw. Cuts 14,000 feet per day.

Pyne's Saw Mill. Lot 19, 3rd Con. Dummer. 1 saw, 2,000 feet a day.

Richie's Saw Mill. Lot 3, 3rd Con. Dummer. 1 saw, 2,000 feet a day.

Choate's Saw Mill, T. G. Choate, Proprietor, Warsaw. 1 saw, 3,000 feet a day.

Buck's Saw Mill, Lot 8, 9th Con., Dummer. 1 Saw, 2,000 feet a day.

Carveth's Mill: S. Carveth, Proprietor, Lot 13, 2nd Con., Dummer, 1 saw, cuts 2,000 per day.

Ferrier's Saw Mill: Ferrier, Proprietor, Douro. Has not been working for some time.

Sawer's Saw Mill. A. Sawers, Proprietor, Douro. Has also been idle for some time.

Shaw's Mill. Village of Lakefield, Douro. This mill is not quite completed. It will be of about the same capacity as Synder's mill.

Nassau Mills. Charles Perry, Proprietor. This, which is the largest and most complete mill in the Counties, and one of the finest in the Province, is situated about three miles from Peterboro', in the Township of Smith. A challenge to cut against any other mill in the Province remains unanswered. It has
2 "yankee gangs," a "slabber," "stock gang" and an "English gate," containing in all 130 saws, besides circulars for butting, cutting laths, &c. It has also a very ingenious machine for grinding slabs. This mill has cut 90,000 feet of lumber in 12 hours.

Perry's Mill. E. Perry & Co., Proprietor. Situated about two miles from Peterboro', in the Township of Douro. Contains 3 gangs and 1 span, in all 100 saws, besides circulars for edging, butting, cutting laths, &c. Averages when cutting about 60,000 feet in twenty-four hours.

Snyder's Mill: Wm. Snyder Proprietor. About two miles from Peterboro', in Township of Smith. This mill is similar to the preceding one, and of about equal capacity.

Blythe Saw Mill. Jas. Bird, Proprietor. About a mile from Peterboro', in the Township of Smith. Contains 1 "yankee gang" and 1 "English gate" in all 36 saws, besides lathing machines, and circulars for butting, edging, &c. Capable of cutting 20,000 feet per day.

Dickson's Mill. S. Dickson, Proprietor. Situated in Peterboro' East. Is similarly fitted up and of same capacity as Bird's mill.

Ludgate's Mill. J. Ludgate, Proprietor. This mill is also situated in Peterboro' East, and is of same capacity as the two former.

Dickson's Steam Mill. S. Dickson Proprietor. Situated on Little Lake, Peterboro' East. Contains one slabber, one gang, and one muley, besides lathing machines and circular saws for butting, edging, &c. Can cut 50,000 feet a day. It is driven by steam power.

Austin's Mill. J. H. Austin, Proprietor; situated near the Otonabee bridge, Peterboro' East, contains 1 circular and one "English gate." Can cut 15,000 feet per day.

Boswell's Mill; G. G. Boswell, Proprietor, Douro. Contains 1 gang and 1 muley, in all 31 upright saws, besides circulars for edging, butting and lathing. Can cut 25,000 feet per day.

Allandale Mills. Thos. Short, Proprietor. Situated in Village of Allandale. Contains a muley and circular saw, a shingle cutting machine, cutting from 40 to 60 a minute; a stave cutting machine, turning out 40 a minute; a circular saw for cutting lath; and a planing and grooving machine. In the upper part of the building is a very convenient machine shop. The mill can cut 20,000 feet a day, and is driven by steam and water power.

Burnham's Mill. M. Burnham Proprietor, Keene. 1 saw, cuts 2000 feet per day.

Kelly's Mill. S. S. Kelly Proprietor, Bridgenorth. This mill is driven by steam power and cuts about 300,000 feet during the summer months.
Scott's Mills. Walter Scott, Proprietor. Situated about a mile beyond the village of Bridgenorth. This mill is also driven by steam power, and turns out about 500,000 feet during the summer months.

Boswell's Mill, W. Boswell proprietor, Monaghan. 1 saw, cuts 2000 feet per day.

Omemee Mill. W. Cottingham, Proprietor. Situated in the Village of Omemee on Pigeon river. 1 saw, cuts 2,000 feet of lumber a day.

Bobcaygeon Mill: Mossom Boyd, Proprietor. Village of Bobcaygeon. Contains 1 "yankee gang" about 30 saws and 1 "gate," 2 saws, besides circulars for butting, edging, &c. Cuts 20,000 feet a day.

Sheriff's Mill; David Sheriff, Proprietor. Situated on Lot 5, 3rd Con. Verulam. 2 saws, cuts 5,000 feet a day.

Thurston's Mill; Jabez Thurston proprietor. Situated in Lot 6, 3rd Con. Verulam, 1 saw, cuts 800 feet a day.

Cambray Mill: Joseph Elliot, Proprietor. Situated in the Village of Cambray. 1 saw, cuts 1500 feet a day.

Lawrence Mill; Thos. Lawrence, Proprietor, Township of Fenelon. 1 saw, cuts 1500 feet per day.

Bald Point Steam Mill; John Bowes, Proprietor. 1 saw cuts 2000 feet per day.


Lindsay Mills. McDermott & Walsh, Proprietors. Has 2 upright and 4 circular saws, capable of cutting about 20,000 feet a day.

Little Briton Mill. R. F. Whitesides, Proprietor. 1 saw, cuts about 2000 feet a day.


FLOUR AND GRIST MILLS.

Westwood Mill: Messrs. Ewing and Roxborough, Proprietors, Village of Westwood. Two run of stones,—for gristing only.


Norwood Mill: P. M. Grover, Proprietor; occupied by L. P. Lewis. Two run stones,—200 bushels of wheat daily.

Burnham's Mill: M. Burnham, Proprietor, Keene. Three run of stones, —250 bushels wheat daily.
ALLANDALE FLOUR MILL: Thomas Short, Proprietor. This mill—an excellent stone structure—is fitted up with all the modern appliances for manufacturing merchantable flour. It has four run of stones and two bolts for country use. The building is also fitted up with an oatmeal mill, with kiln, &c. for preparing the oats. It is driven by water power; but a forty horse power engine has been placed in the building in case of failure of water. Besides the country work, from 6000 to 8000 barrels of flour are exported from the Allandale Mills.

BLYTHE MILLS: Herst & Denne, Proprietors. Situated on Otonabee River, about a mile from the town of Peterborough. Three run of stones,—600 barrels of flour a week.

OTONABEE MILL: R. D. Rogers, Proprietor. Situated in Peterborough East. A substantial stone building, four run of stones, manufactures 100 barrels of flour a day.

HALL'S MILL: M. Martin, Proprietor. Situated on the Otonabee, within the Peterborough limits. Three run of stones, manufacturing 80 barrels a day.

PEPLOW'S MILL: E. Peplow, Lessee; James Wallis, Proprietor. Situated on the Otonabee, near the Market Square, Peterborough. Three run of stones, manufacturing 75 barrels a day.

OMEMEE MILL: W. Cottingham, Proprietor. Three run of stones,—250 bushels wheat per day.

FAIR'S GRIST MILL: John Fair, Proprietor. Situated on Lot No. 2, 10th concession, Ops. Two run of stones,—grinds about 40 bushels a day.

LINDSAY MILL: Robert Lang, Proprietor. This is an excellent stone building, newly fitted up with the most recent improvements for the manufacture of flour for exportation. It has four run of stones, and is capable of turning out about 100 barrels of flour per day.

ALMA MILLS: B. Cullis, Proprietor, lot 18 in 5th concession, Mariposa. Two run of stones, grinds about 75 barrels a day.

MARIPOSA STEAM MILL: Taylor and Westwood, Proprietors, Oakwood. Four run of stones, capable of turning out 150 barrels of flour a day. The engine is 45 horse power.

COBURG AND PETERBOROUGH RAILROAD.

Lumber, Produce, &c., shipped by Cobourg and Peterborough Railroad from Peterborough, during the years 1855, 1856 and 1857.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1855</td>
<td>11142479</td>
<td>6539</td>
<td>23255¼</td>
<td>38519</td>
<td>43</td>
<td>4188</td>
</tr>
<tr>
<td>1856</td>
<td>15946158</td>
<td>19095</td>
<td>56862½</td>
<td>36047</td>
<td>57</td>
<td>25546</td>
</tr>
<tr>
<td>1857</td>
<td>13365503</td>
<td>9714</td>
<td>21717</td>
<td>62772</td>
<td>56</td>
<td>16548</td>
</tr>
</tbody>
</table>
The inward freight over the Cobourg Road for the same years amounted to,
1855, $750,390; 1856, $968,349; and 1857, $888,933.

The number of passenger tickets sold at the Cobourg and Peterborough
Railroad stations from 1st April, 1857 to 1st April, 1858, was as follows:

<table>
<thead>
<tr>
<th>Route</th>
<th>Tickets Sold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cobourg to Peterborough</td>
<td>6883</td>
</tr>
<tr>
<td>Baltimore</td>
<td>260</td>
</tr>
<tr>
<td>Braden's</td>
<td>200</td>
</tr>
<tr>
<td>Harwood</td>
<td>1400</td>
</tr>
<tr>
<td>I. Village</td>
<td>200</td>
</tr>
<tr>
<td>Keene</td>
<td>500</td>
</tr>
<tr>
<td>Morgan's</td>
<td>100</td>
</tr>
<tr>
<td>Peterborough to Cobourg</td>
<td>5800</td>
</tr>
<tr>
<td>Baltimore</td>
<td>304</td>
</tr>
<tr>
<td>Braden's</td>
<td>35</td>
</tr>
<tr>
<td>Harwood</td>
<td>480</td>
</tr>
<tr>
<td>I. Village</td>
<td>643</td>
</tr>
<tr>
<td>Keene</td>
<td>754</td>
</tr>
<tr>
<td>Morgan's</td>
<td>132</td>
</tr>
</tbody>
</table>

Making a total received for passenger travel of $15343 23.

---

PORT HOPE AND LINDSAY RAILROAD.

The returns of freight over the road since it was opened were as follows:
From 10th October, 1857 to March 31st, 1858,

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>881 Tons Merchandise</td>
<td></td>
<td>$3070</td>
</tr>
<tr>
<td>2023 Heavy Freight</td>
<td></td>
<td>$2810</td>
</tr>
<tr>
<td>5248 Barrels Flour</td>
<td></td>
<td>$1199</td>
</tr>
<tr>
<td>13656 Bushels Wheat</td>
<td></td>
<td>$670</td>
</tr>
<tr>
<td>450000 Feet Lumber</td>
<td></td>
<td>$611</td>
</tr>
<tr>
<td>24 Cords Firewood</td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>Unclassified</td>
<td></td>
<td>859</td>
</tr>
</tbody>
</table>

| Total                        |          | $9243   |
| Passengers                   | 4884     | $5834   |
| Total                        |          | $14627  |

The gross receipts for April and May 1858 were $10,409.60.

---

COUNTY OFFICIALS.

Warden, W. Cottingham, Omemee
Treasurer and Clerk, Walter Sheridan, Peterborough
Registrar for Peterborough, Charles Rubidge, Peterborough
Registrar for Victoria, Hartley Dunsford, Lindsay
Judge County Court and Chairman Quarter Sessions and Judge Surrogate,
  R. M. Boncher, Peterborough
Sheriff, James Hall, Peterborough
County Attorney and Clerk of the Peace, C. A. Waller, Peterborough
Clerk of County Court, Deputy Clerk of the Crown and Registrar Surrogate,
  Thomas Fortye, Peterborough
Crown Lands Agent, Walter Crawford, Peterborough
Collector of Customs, Thomas Fortye,”
DIVISION COURTS.

I.—Comprising the townships of Monaghan, Smith, Ennismore, part of Douro, Dummer, and Otonabee. Clerk, John Joseph Hall. Court held at Peterborough.

II.—Comprising the townships of Dummer in part, Asphodel, and Belmont. Clerk, James Foley. Court held at Norwood.

III.—Comprising part of the township of Otonabee. Clerk, George Read. Court held at Keene.

IV.—Comprising the township of Emily. Clerk, Thomas Matchett. Court held at Lindsay.

V.—Comprising the township of Ops. Clerk, J. W. Logie. Court held at Lindsay.

VI.—Comprising the township of Mariposa. Clerk, Samuel Irwin. Court held at Lindsay.

VII.—Comprising the township of Eldon. Clerk, Israel Ferguson. Court held at Lindsay.

VIII.—Comprising Fenelon, Bexley, Verulam, Sommerville and Galway. Clerk, not yet appointed. Court to be held at Fenelon Falls.

LOCAL SCHOOL SUPERINTENDENTS.

Asphodel and Belmont, Dr. T. W. Poole
Dummer, G. A. Hill
Otonabee, Rev. F. Andrews
Douro, M. Walsh, Senr.
Peterborough, Jas. Edwards
Smith & Monaghan, Rev. Mr. Roberts

Ennismore, Jas. Brennan
Emily, Rev. John Goodfellow
Ops, A. Lacourse
Fenelon, Bexley, Verulam, and Sommerville, Rev. Daniel Wright
Mariposa, W. H. McLauchlan
Eldon, Dr. P. H. Clarke

SUB-TREASURERS OF SCHOOL MONIES.

Asphodel and Belmont, James Foley
Dummer, G. A. Hill
Otonabee, George Read
Douro, W. Sheridan
Smith, W. Sheridan
Monaghan, W. Sheridan
Ennismore, W. Sheridan

Emily, Thomas Matchett
Ops, Wm. Russell
Verulam and Sommerville, Hartley
Dunsford
Fenelon & Bexley, James Fitzgerald
Mariposa, Thomas Marks
Eldon, Israel Ferguson

TRUSTEES OF GRAMMAR SCHOOLS.

PETERBOROUGH COUNTY GRAMMAR SCHOOL.

Rev. M. Burnham
Rev. William Scott
William Hall

Rev. John Gilmour
James Stevenson
Dr. Burnham

Rev. J. M. Roger
James Hall

NORWOOD COUNTY GRAMMAR SCHOOL.

Rev. Henry McDowell
James Foley
James Becket

Patrick Cannon
Henry Foulds
Rev. Mr. Bowie

T. W. Poole
P. M. Grover
OMEMEE COUNTY GRAMMAR SCHOOL.
Thomas Matchet | Rev. Mr. Buck | Dr. Irons
William Turner | Rev. Mr. Ewing | William Cottinghamb
C. Knowlson   | Rev. Mr. Harding |

LINDSAY COUNTY GRAMMAR SCHOOL.
Rev. James Farley | T. A. Hudspeth | Jeremiah O'Leary
George Kempt     | Thomas Keenan  | T. R. Adams
Rev. Mr. Osborne | Thomas Gordon  |

OAKWOOD COUNTY GRAMMAR SCHOOL.
Rev. J. Cock      | R. F. Whitesides | Obadiah Rogers
Dr. Martin       | J. R. Lytle     | W. H. McLauchlan
Mr. David King   | Dr. P. H. Clarke |

LIST OF MAGISTRATES
IN THE UNITED COUNTIES OF PETERBOROUGH AND VICTORIA.

A. S. Fraser, Peterborough
Charles Rubidge, "
Thomas Foyte, "
John Kennedy, "
J. T. Henthorn "
Thomas White, Senr., "
John Haggart, "
Michael Hogan, "
William Cluxton, "
R. Nickols, "
Frederick Ferguson, "
James Harvey "
James Hall, "
Daniel Hopkins, "
James Stevenson, "
J. Edwards, "
Thomas Harper, "
George G. Boswell, "
W. A. Scott, "
Wm. Eastland, "
G. F. Orde, "
John Holwood, Belmont
Peter Pearce, "
James Foley, Norwood "
P. M. Grover, "
P. Cannon, Asphodel
R. D. Ewing, "
Henry Powles, "
Adam Stark, "
Walter Scott, "
John Rose, Dummer
Thos. Choate, "
Wm. Wigmore, "
Wm. Manly, "
Sampson Lukey, "

Timothy Coughlan, Douro
Patrick Leahy, "
Edward Leigh, "
Samuel Strickland, "
R. Casement, "
George Clark, "
George, Carlow, "
Richard Reid, Otonabee
R. D. Rogers, "
Wm. Stewart, "
Thomas Chambers, "
Henry Bawbell, "
James Fife, "
Thos. Short, "
John Harvey, Smith
Lewis Davis, "
W. H. Moore, "
Emanuel Mann, "
Robt. Preston, "
John Milburn, "
John Holcomb, "
John Hall, "
Isaac Garbutt, "
Thomas Fitzgerald, "
S. S. Kelly, "
Charles Perry, "
John Walton, "
Andrew Tully, Monaghan
Thos. Tully, "
William Best, Emily
Wm. Cottinghamb, "
David Best, "
C. Knowlson, "
C. R. Irish, "
John McNeely, "
M. Lehane, Downeyville
James Keenan, Lindsay
John M. Fife, Ops
Francis Keely, "
William McDonnell, Lindsay
Alex. Campbell, Mariposa
John Jacobs, "

Samuel Davidson, Mariposa
A. A. McLaughlan "
R. F. Whitesides, "
Israel Ferguson, Eldon
James Wallis, Fenelon
J. W. Dunsford, Verulam

POST OFFICES AND MAIL DEPARTURES.

Peterborough—S. J. Carver, Post Master. Principal distributing office for the United Counties. Mails for Cobourg and Port Hope closes at 2 o'clock, p.m.

Keene—George Read, Post Master. Mail leaves Peterborough by Cobourg and Peterborough Railroad daily. Closes at Peterborough at 2 o'clock, and arrives at Peterborough at 1 30 o'clock.

South Dummer—Thomas Speers, Post Master. Mail leaves Peterborough by stage on Mondays, Wednesdays, and Fridays at 7 a.m.; returning same days. Closes at Peterborough at 6 o'clock p.m. on Tuesdays, Thursdays, and Saturdays.

Norwood—James Foley, Post Master. Mails same as South Dummer.

Hastings—James S. Fowlds, Post Master. Same as Norwood.

Westwood—R. D. Ewing, Post Master: Same as Norwood.

Warsaw—T. G. Chante, Post Master. Mail leaves Peterborough for—on horseback—Tuesdays, Thursdays and Saturdays; closing the previous evenings at six o'clock. Returns same days.

South Douro—D. Sullivan, Post Master. Same as Warsaw.

North Douro [Lakefield]—R. Casement, Post Master. Same as Warsaw.

Springville—Thomas Eyres, Post Master. Mail leaves Peterborough for, by P. H. & L. R. R. daily. Closes at Peterborough at 11 30 o'clock a.m.; returning same day.

Bridgenorth—M. S. Dean, Post Master. Mail from Peterborough, by horseback, on Tuesdays and Fridays. Closes at Peterborough at 6 o'clock previous evening; returns same day.

Henderson's Corners—R. Morton, Post Master. Same as Bridgenorth.

Omemee—R. Grandy, Post Master. Mail from Peterborough by P. H. and L. R. R. Closes at Peterborough at 11 30 o'clock; returns same day.

Downeyville—M. Lehane, Post Master. From Peterboro' as Omemee.

Bobcaygeon—John Hunter, Post Master. Mail twice a week, Wednesdays and Saturdays To Omemee daily, thence on horseback.

Lindsay—Thomas R. Adams, Post Master. Distributing office for Mariposa, Eldon and Fenelon. Daily mail from Peterborough, by P. H. & L. R. R. Closes at Peterborough at 11 30 o'clock; Returning arrives at Peterborough at 1 30 o'clock.

Fenelon Falls—James Fitzgerald, Post Master. Mail by rail to Lindsay, thence on horseback.

Oakwood—S. Irwin, Post Master. Daily mail from Lindsay, by stage.

Manilla—M. Douglas, Post Master. Same as Oakwood.

Woodville—John Morrison, Post Master. Same as Oakwood.

Argyle, township of Eldon—J. Sutherland, Post Master. Forwarded from Lindsay.

Little Briton, Mariposa—Obadiah Rogers. Mail from Lindsay.

North Eldon—Wm. MacCreadie, Post Master. Mail from Lindsay.


GENERAL STATISTICS.

Abstract Statement of the Net Revenue and Expenditure of the Province of Canada, applicable to the Consolidated Fund, for sixteen years, from 1842 to 1857 inclusive.

<table>
<thead>
<tr>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1842</td>
<td>$14,624.21</td>
<td>1848</td>
<td>$15,181.81</td>
<td>1854</td>
<td>$5,477.25</td>
</tr>
<tr>
<td>1843</td>
<td>12,339.50</td>
<td>1849</td>
<td>20,537.24</td>
<td>1855</td>
<td>4,076.23</td>
</tr>
<tr>
<td>1844</td>
<td>20,631.32</td>
<td>1850</td>
<td>28,169.36</td>
<td>1856</td>
<td>4,954.67</td>
</tr>
<tr>
<td>1845</td>
<td>20,974.67</td>
<td>1851</td>
<td>33,687.87</td>
<td>1857</td>
<td>4,280.95</td>
</tr>
<tr>
<td>1846</td>
<td>20,519.75</td>
<td>1852</td>
<td>35,221.26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1847</td>
<td>20,273.06</td>
<td>1853</td>
<td>47,806.94</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EXPENDITURE.

<table>
<thead>
<tr>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1842</td>
<td>$14,979.29</td>
<td>1848</td>
<td>$18,979.64</td>
<td>1854</td>
<td>$3,819.84</td>
</tr>
<tr>
<td>1843</td>
<td>11,717.97</td>
<td>1849</td>
<td>19,082.71</td>
<td>1855</td>
<td>4,445.86</td>
</tr>
<tr>
<td>1844</td>
<td>20,014.22</td>
<td>1850</td>
<td>21,666.55</td>
<td>1856</td>
<td>4,420.91</td>
</tr>
<tr>
<td>1845</td>
<td>20,382.12</td>
<td>1851</td>
<td>25,888.08</td>
<td>1857</td>
<td>5,097.20</td>
</tr>
<tr>
<td>1846</td>
<td>20,913.81</td>
<td>1852</td>
<td>32,438.29</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1847</td>
<td>19,205.89</td>
<td>1853</td>
<td>31,096.57</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Abstract of the Debt of the Province, on account of Provincial Work, and exclusive of Loans, &c., at the several periods hereunder stated, from 31st December, 1841, to 1st January, 1858.

<table>
<thead>
<tr>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
<th>Years</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1842</td>
<td>$5,644,958</td>
<td>1848</td>
<td>$15,007,723</td>
<td>1854</td>
<td>$18,485,061</td>
</tr>
<tr>
<td>1843</td>
<td>6,352,851</td>
<td>1849</td>
<td>16,493,257</td>
<td>1855</td>
<td>17,415,797</td>
</tr>
<tr>
<td>1844</td>
<td>8,716,203</td>
<td>1850</td>
<td>16,342,536</td>
<td>1856</td>
<td>17,245,646</td>
</tr>
<tr>
<td>1845</td>
<td>11,776,017</td>
<td>1851</td>
<td>18,049,875</td>
<td>1857</td>
<td>18,132,149</td>
</tr>
<tr>
<td>1846</td>
<td>13,364,932</td>
<td>1852</td>
<td>17,807,847</td>
<td>1858</td>
<td>21,470,256</td>
</tr>
<tr>
<td>1847</td>
<td>14,361,729</td>
<td>1853</td>
<td>18,684,779</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The total expenditure on Public Works in Upper and Lower Canada respectively up to 31st December, 1857, was as follows:

Upper Canada ....................... $14,974,334.85
Lower Canada ....................... 894,166.92

Total ............................ $23,915,966.77
IMPORTS AND EXPORTS
Of the Province of Canada for the year 1857.

**IMPORTS.**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
<th>Amount of Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods paying specific duty</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot; at 20 per cent.</td>
<td>$ 5583203.08</td>
<td>$ 1042784.63</td>
</tr>
<tr>
<td>&quot; at 15 per cent.</td>
<td>590614.55</td>
<td>118131.49</td>
</tr>
<tr>
<td>&quot; at 5 per cent.</td>
<td>17874871.05</td>
<td>2651354.83</td>
</tr>
<tr>
<td>&quot; at 24 per cent.</td>
<td>290159.60</td>
<td>14509.10</td>
</tr>
<tr>
<td>Free Goods</td>
<td>2723845.75</td>
<td>68271.13</td>
</tr>
<tr>
<td>Total</td>
<td>$39430477.35</td>
<td>$3925051.18</td>
</tr>
</tbody>
</table>

The value of Goods imported into Canada, via the St. Lawrence, was in 1856, $15,319,361.33; and in 1857, $14,561,884.03.

**Comparative Statement of Imports, exhibiting in contrast the value of, and amounts of duties collected on, Goods entered for Consumption in Canada, during the years 1854, 1855, 1856, 1857 respectively.**

<table>
<thead>
<tr>
<th>Years</th>
<th>Value</th>
<th>Duty</th>
<th>Years</th>
<th>Value</th>
<th>Duty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1854</td>
<td>$40529325.35</td>
<td>$4899004.93</td>
<td>1856</td>
<td>$43584387.24</td>
<td>$4508882.08</td>
</tr>
<tr>
<td>1855</td>
<td>36986169.45</td>
<td>3625752.48</td>
<td>1857</td>
<td>39430598.35</td>
<td>3925051.18</td>
</tr>
</tbody>
</table>

**EXPORTS.**

**General Statement, showing the Value of Goods Exported from Canada during the years 1855, 1856 and 1857 respectively.**

<table>
<thead>
<tr>
<th>Description</th>
<th>1855</th>
<th>1856</th>
<th>1857</th>
</tr>
</thead>
<tbody>
<tr>
<td>Produce of the Mine</td>
<td>$125835.13</td>
<td>$165647.73</td>
<td>$286468.60</td>
</tr>
<tr>
<td>Fisheries</td>
<td>459920.20</td>
<td>446346.72</td>
<td>540113.20</td>
</tr>
<tr>
<td>Forest</td>
<td>7947923.37</td>
<td>1001988.08</td>
<td>11730386.83</td>
</tr>
<tr>
<td>Animals and their Products</td>
<td>1595184.10</td>
<td>2564059.38</td>
<td>2107239.88</td>
</tr>
<tr>
<td>Agricultural Products</td>
<td>13030399.63</td>
<td>14972275.53</td>
<td>8882825.40</td>
</tr>
<tr>
<td>Manufactures</td>
<td>476077.21</td>
<td>375828.06</td>
<td>398820.93</td>
</tr>
<tr>
<td>Other Articles</td>
<td>68562.73</td>
<td>43198.86</td>
<td>121120.07</td>
</tr>
<tr>
<td>Total value of Exports</td>
<td>$23703902.38</td>
<td>$28595039.38</td>
<td>$24066974.93</td>
</tr>
<tr>
<td>Value of Ships built at Quebec</td>
<td>1219545.00</td>
<td>1213077.50</td>
<td>1383444.00</td>
</tr>
<tr>
<td>Estimated amount of exports, short returned at Inland Ports</td>
<td>3265013.67</td>
<td>2238900.00</td>
<td>1556205.07</td>
</tr>
<tr>
<td>Grand Total of Exports</td>
<td>$25188461.05</td>
<td>$32047016.88</td>
<td>$27006624.00</td>
</tr>
</tbody>
</table>
The Peterboro' Review,  
A Weekly Paper,  
Published Every Friday Morning,  

By T. & R. White,  
At Their Office, "New Market Block,"  

At  
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Payable Strictly in Advance.  

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General News of the Day  

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PETERBOROUGH, C. W.

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Grateful for past support, would inform the public that he continues to manufacture and keep on hand FURNITURE and CABINET WARE of every description, and of the most modern styles. His Furniture Factory being fitted up with all the recent improvements in LABOR SAVING MACHINERY, and none but the best workmen being employed, he is confident of being able to supply a superior article at prices as low as any house in Upper Canada.—All orders for house furnishing with which he is entrusted will be promptly executed.

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LEATHER, &c., &c., &c.

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SCOTT'S CHAMBERS, GEORGE STREET.

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PROVINCIAL LAND SURVEYOR,
Office over the Post Office, Water-St.

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MANUFACTURERS OF
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CAPITAL £500,000

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DUNCAN M'DONALD,
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A good supply kept constantly on hand, and orders executed on shortest notice.

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JOHN M'GREGOR, Proprietor.
Stable in rear of the American Hotel, Peterborough.
Good Horses and Vehicles, and careful hostlers.—Prices Moderate.

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We can sell Marble Headstones, Tomb Stones, Monuments, Table Tops, Painters' Slabs, &c., as cheap as they can be had in Cobourg, Port Hope, or elsewhere, equal if not superior in point of workmanship.—If intending purchasers wish to patronise Peterborough, buy of us.
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Orders executed in the latest styles, with the best workmanship, and at Moderate Prices.
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And General Blacksmith’s Establishment,
CORNER OF BROCK AND AYLMER STREETS.
A large number of Waggon, Carriages, Buggies, Harrows, &c., of the best material and workmanship, always on hand, and sold low for cash.

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[Late Sim and King,]
Manufacturer of Ploughs, Sawing Machines,
House Rakes, Reaping Machines, &c.;
GENERAL MACHINIST AND IMPLEMENT MAKER,
AYLMER STREET, PETERBOROUGH.
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Fine Cutlery, Combs, Brushes & Fancy Articles,
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Crockery, &c.
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AND GENERAL MACHINISTS AND FOUNDERS.

A good assortment of Ploughs, best patterns, always on hand.

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Pianist & Teacher of Music.

Communication through the Post Office, Peterboro.

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Orders punctually attended to, and good fits warranted.

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LEATHER FINDINGS, &c.,
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Dealers in Provisions, Crockery, Woodenware, &c.,
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MANUFACTURERS OF
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Also, Plain and Ornamental Cast Iron Columns, Window Caps and Sills and Grates, Sleigh Shoes and Sugar Kettles.
Also, a large variety of Ploughs and Plough Castings.

Cooking, Parlor and Box Stoves.
Which they will Sell on as good terms, and at as low rates, as any other establishment in Canada.
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First floor below the corner, New Market Block,
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E. C. HILL,
COACH, And SLEIGH CARRIAGE
MANUFACTURER,
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† ALL ORDERS PUNCTUALLY ATTENDED TO.

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Of every description, always on hand, and
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A large and well assorted stock of Stationery always on hand and
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IS PUBLISHED EVERY THURSDAY,
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Terms: 5s. per annum in advance; 10s. if not so paid.

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Thomas Broughall’s Cash Store,
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DRY GOODS, CLOTHING,
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All kinds of produce taken in exchange for Goods, and the highest
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JOHN KENNEDY’S CHEAP CASH STORE,
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Dealer in Dry Goods, Groceries, Liquors,
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All kinds of Produce taken in exchange for Goods.
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LINDSAY.

J. HEALY & CO.;
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Glassware, Crockery, Wines and Liquors,
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John Might,
SADDLER, HARNESS MAKER, &c.,
KENT STREET.

A large supply of Saddles, Harness, &c., made of the best material,
kept constantly on hand.

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DEALER IN
Furniture, Stoves, China ware, etc.,
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A large stock always on hand, and orders promptly executed, at the
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An Omnibus to and from the Cars, free of expense.

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Barrister and Notary Public,
LINDSAY.
THE VICTORIA HERALD
AND
GENERAL ADVERTISER
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MARTIN DUNSFORD,
ATTORNEY AT LAW,
NOTARY PUBLIC, CONVEYANCER, &c.,
Office, in Mr. Grace's Buildings, Lindsay Street.

R. LEARY,
Dealer in Groceries, Liquors, Ready-made
Clothing, Crockery, &c.,
KENT STREET, LINDSAY, C. W.

T. A. HUDSPETH,
TOWN CLERK,
LINDSAY, C. W.
The Millbrook Messenger

and

Durham, Northumberland and General Advertiser,

A PROGRESSIVE, CONSERVATIVE PAPER,

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TERMS: ONE DOLLAR PER YEAR, IN ADVANCE.

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PORT HOPE, C. W.

CONSTANTLY ON HAND


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AND

PAPER RULED ANY PATTERN.

All Orders for Periodicals, Books, and any thing in my line, will receive prompt attention.—A liberal discount made to merchants, school teachers, ministers, and libraries.

ALBRO & VINDIN,

COMMISSION, SHIPPING, FORWARDING

AND

General Agents, Number Merchants, &c.

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MISCELLANEOUS ADVERTISEMENTS.

THE OMEMEE WARDER,
Published Every Friday,
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Omemee, Township of Emily, County Victoria,
Canada West.

Terms:—5s. per annum, in advance; 7s. 6d. if otherwise.

ERRATA AND ADDENDA.

Page 65.—Ludgate's Mill is in Peterborough, not Peterboro' East.

Page 18.—"The Scotch Village" will be incorporated, as a separate Village Municipality, after January next, under the name of "Ashburnham."

Page 15.—During the Session of Parliament, just closed, a Bill has been passed, consolidating the bonded debt of the Cobourg Road. By this it is expected the requisite sum to complete the work will be raised at once.

Page 15.—The highest export of lumber by the Cobourg Road, in any one year, was 16,000,000 feet.

To Directory of Peterborough add:—
Curry, S. E., wholesale grocers, &c., Hunter-street
Johnston, W. & G., tailors and clothiers, Water-street
Giles, Philip, variety store, George-street
M'Gregor, John, livery stable, George-street
Green, Erasmus, carpenter, Chamber-street