

June.

MONDAY, 7.

1869.

Fine Morning have got the race blasted deep enough and am now trimming the sides
Have sent down some men to the quarry to begin the lower bed

TUESDAY, 8.

Fine weather Went down to Toronto this morning & ordered a globe valve to regulate the steam on the Column Still when up stairs
Called at Chewits to get business cards printed on stone that is Lithographed
Examined the Derricks at the docks and got some very good hints from them, went in to Levy's Shop to see if he had any wheels & pinions that might suit me, but saw none,
Birmingham began to deepen the well and brought his tackle with him

WEDNESDAY, 9.

Rather a cool morning left Toronto at $\frac{1}{2}$ past 7 & got here $\frac{1}{4}$ to 10.
The water is coming into the well much faster than 2 men can pump it, and are now making an inner curb 4 feet high, and made small enough to pass down inside the upper one
The Engineer is fitting in the steam pipes to day

June.

THURSDAY, 10.

1869.

This morning was threatening rain, yet we persevered in getting ready for putting in the triangle frames for the temporary dam and a flood gate. Mr Goldie having previously agreed to let of the water of his dams and then shut down his gates, which gave us several hours of very low water, and notwithstanding some heavy showers of rain and thunder we worked all the time. We got the 2^d curb into the well and had to put in 2 pumps to enable the men to work.

FRIDAY, 11.

Weather fine and getting on well with our work.

Our Collector of Inland Revenue intimated some time ago, that he would not be allowed to grant me a Licence without a new set of Plans of the interior of the Distillery, and as I have been, searching for the Tracings of those sent to the Department at Ottawa, for several days without being able to find them, and not having time to make out another from the rough sketch in any thing like the time it will be required, I start for Ottawa this afternoon at 4.10, to ask for the use of it,

SATURDAY, 12.

I arrived at Prescott this morning at 6. See Memorandum Book.

June.

MONDAY, 14.

1869.

TUESDAY, 15.

WEDNESDAY, 16.

*I returned from Ottawa this morning about
2,30*

June.

THURSDAY, 17.

1869.

FRIDAY, 18.

SATURDAY, 19.

June.

MONDAY, 21.

1869.

got some planking done in the bottom of the temporary waste gate to day, Goldie being again troubled with the Top of the shaft of his water wheel that drives his machinery which goes 140 revolutions a minute, & wont allow the water to enter it,

TUESDAY, 22.

This was a fine forenoon, and we got on well with the dam in being able to get some planks nailed in the bottom of the flood gate, which the rain on

We had also a fine opportunity of building under the wall at the outlet of the Carding Mill race, as Goldie was obliged to let of the water of his dam and then shut down, which gave us a fine chance of getting the foundation dry for more than 2 hours and well it was so for it rained very heavy for more than an hour

WEDNESDAY, 23.

June.

THURSDAY, 24.

1869.

FRIDAY, 25.

This was a fine morning

Went down to P. Carrol's quarry and brought home his Derrick to my quarry on loan for a season with a long chain & two single iron blocks & 1 wooden one

SATURDAY, 26.

During the forenoon for the most part it kept fair weather but in afternoon it rained for a considerable time, and then in the evening we got on however, very well with our wall in North side of the waste gate, and is now feet high from the bottom of the race, and have some thoughts of carrying it up to the top of the bank of dry stone. We also got the South Wall founded on the solid Rock which I did not expect to get so near

Mr Bridge, Mr Spicer, & Mr Hannaford, passed up this afternoon, & Mr He, gave me leave to fasten the top of my Derrick Mast to the iron tube of the Bridge

This morning is warm and sultry, it is now 5,45 a.m. and every appearance of more rain. There was very little rain yesterday forenoon but it had rained heavy during the night, and yesterday afternoon both going and returning from Church it was raining heavy and all the gutters, sewers and low parts of the streets all covered. None of the outdoor men could work till noon. I observe no damage done to our temporary dam as yet. But when the effects of this rain come down this afternoon from the country above, I am afraid it will tax the capacity of the flood gate very much, in the afternoon the water rose a considerable deal, the afternoon kept fair and all the men were at work.

TUESDAY, 29.

This morning at 6 o'clock looks threatening like I went out to the Brick Yard to engage for getting out clay at \$1 a load, and it began to rain and soon got fair again, yet the men worked all day though showery at times, with frequent flashes of lightning, about noon the water got very high so as to endanger the temporary dam, & had to keep the men on till dark wheeling on earth to raise the bank high enough.

I bought 45 large blocks of stone from Dobie & Patterson a m³ a foot this day.

We hear of several dams in Waterloo having gone that stood the freshet in the spring and the dam at Orono has gone again after having been repaired & is now worse than before.

WEDNESDAY, 30.

It rained hard last night at 11 and then during the night yet it has done no damage, the river is at least 3 inches lower than last night when we left off. But there is every likelihood of it rising again at present. $\frac{1}{2}$ past 5 a close rain is falling, the men did not begin to work till $\frac{1}{2}$ past 9 it continued after that tolerably settled but dull and cloudy.

This being Dominion Day, no work is done and the most of the men are off to the Falls on the Excursion train going & returning for \$1.00

This also being our Sabbath School, Picknick great preparations are made

John & I drove out to see Armstrongs dam which is up and the water at full height & the mill going, the weather is dry and pleasant and appears like being settled,

FRIDAY, 2.

This opened a fine morning, and fair all day and enabled us to get well on with our work to day, One of my men named Groot in returning from the Excursion last night got on the top of one of the railway cars when in motion and in passing under a Bridge near to Coptown struck his head against it, and fell senseless and had to be left at that station

In measuring the actual contents of one of the tuns, we got short of water and had to start the small Engine to pump enough water for the purpose as well as enough to change the water in the old distillery

James again on

SATURDAY, 3.

Last night has been a dreadfull night of rain it broke through a gutter at East end of the Bridge above the bank rusing down into the bottom of the race and dissarranging all the mud cills laid in the bottom all of which will have to be done over again, the men did not begin till quarter time, The Engine continues to work well driving 3 pair of Stones every day

Vincent returned from Toronto this evening at 6

As no work

This has been a fine dry day, yet it has not the appearance of being settled, the water however, in the River is getting lower,

But in the Quarry it is so deep that the men cannot work in the lower beds,

Mr Brunel the Assistant Commissioner of Excise was here and after looking through the premises, gave Mr Romain permission to allow a License to be granted to me, the Receiver's being that near as to come ~~under~~ within the range required by the Department

TUESDAY, 6.

This is a very fine day, and have been making good progress with the work on the dam &c. Mr Hughes, the Bridge Inspector was here to see what way I intend to the Gays of the Derrick to the Bridge, and approved of the manner I proposed, and even more allowing me to make holes through the timbers close down to the iron tube. This is our Horticultural Exhibition day, the Display is good, and the attendance large especially in the evening

WEDNESDAY, 7.

This is a very fine morning, and looks as if it were going to be very warm. This being our Monthly Fair day a number of cattle are being driven in. The day turned out well. My application for License is put in & expect it to be issued tomorrow,

July.

THURSDAY, 8.

1869.

This morning is dark and gloomy, In past 6 a smart shower of rain came on, it appears to have rained heavy during the night, no work can begin this morning.

The labourers mostly began about $\frac{1}{2}$ time, and the Masons at noon. The quarry continues to be kept so full of water by the continual showers that no ordinary evaporation can dry it up, so that I was compelled to day to begin the erection of a Pump and to use the ^{3 inch} iron pipes to convey it away.

It rained very heavy about 11 O'clock,

FRIDAY, 9.

This morning is not clear yet, It appears to have rained hard during the night,

The militia companies are mustering to day for a weeks encampment

SATURDAY, 10.

This has been a dry day, hot and sultry occasionally with great gusts of wind & dust flying in great clouds. I have got the Crane raised in the quarry to day.

July.

MONDAY, 12.

1869.

This is a pleasant morning, yesterday morning about 2^{or}3 o'clock it blew a perfect hurricane for some time accompanied with a heavy shower of rain, a considerable number of trees were blown down in and around the Town, The day has kept fair and the work gone uninterrupted, the crane in the Quarry answers well, and lifts the large stones with great ease,

TUESDAY, 13.

This is a fine morning, William left for Toronto at 10 o'clock, to try to sell Flour,

Went out to the Camp this evening

WEDNESDAY, 14.

This has been a dull day, threatening rain all forenoon when it began to fall a little after 12 o'clock, I attended a Meeting of our Presbytery at noon to day, I have got the wall about up to the height now at the flood gate entrance

William came home this evening

July.

THURSDAY, 15.

1869.

This morning opened very dark and rainy like, but became clear and very warm during the day, and quite close in the evening, have been to lay the piles of the flume for the outlet of the Flood gate this morning, and have torn down the old walls on each side behind the arch, and have begun to build it up with water lime

FRIDAY, 16.

This morning presents in many respects a deplorable sight, the great rain that began about 2 o'clock came down in perfect sheets of water, flooding the Camp from 6 to 18 inches deep of water so that all their bedding had to be lifted & removed to dry on the fences, The quarry was quite full of water over 4 feet deep and 3 men has been all day pumping and only reduced it for 4 to 5 inches. and has stopped the rest of the men from working,

The Red Mill dam was again carried away, and the walls of the culvert or bridge on the Waterloo road scooped out clean, also the garden walks much damaged,

I dined at the mess this afternoon Col. Taylor present,

SATURDAY, 17.

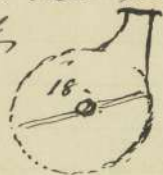
This morning the weather seems settled, and has continued so all day.

Have been pumping all day with very little effect, about a couple of inches only. have got the walls up to about the last course now, and the frame work in front ready for the spurs or Rack,

This has been a warm day and at times the Sun was quite hot which is indicative of more rain, but the roads were quite dry and we made considerable progress in pumping out the water out of the Quarry say about 3 inches

And we have got on well in framing the flume at the back of the waste gate;

Brought down Mr. Morrison's power pump from Mr. Wallace's late residence, and use it to pump the water out of the site for the Dam, it is 18 inches diam, inside by $2\frac{3}{4}$ in deep,



Set off work

TUESDAY, 20.

This is a very dark morning about $\frac{1}{2}$ past 5 there appeared to have been no rain during the night, but at 7 it began to rain heavy and continued till $\frac{1}{2}$ past 8 so that the men could not work till after dinner in the quarry,

It began again to rain heavy about 11 and kept on for about an hour, but having dug gutters round the quarry completely prevented any more running into it, than what fell on its surface and the water this evening is exactly 5 inches below what it was when the began yesterday morning.

Began this morning to take out the front plate of the Distillery Boiler and remove the stone work so as to get it out into the yard for examination

Set off work.

WEDNESDAY, 21.

This is a dull morning and by no means settled, rain must have fallen during the night,

We went down to Hamilton this morning. The greater part of the forenoon there was a drizzling rain and frequent showers in the afternoon, and now again at $\frac{1}{2}$ past 8 a close rain, and it has been more like an October day for cold had to light a fire in the dining room, have been moving the horse power up to drive the rollers to grind the charcoal,

Set off work

This has been a dry day, and have got all the old logs of the hents of the flood gate dragged out by the horses.

Gibson has been off work all day
 Sat. also, went over to bid Mrs Glaucesing goodbye as she leaves for Philadelphia in the morning with her son.

FRIDAY, 23.

Meeting of Dominion Telegraph Co. ^{in Toronto.} at 2 o'clock but I could not find time to attend,

This day has continued dry and we have got on very well with our work, had a couple of men out this afternoon cutting poles for the rack

A thunder storm began this evening, with some rain
 Gibson off, also Sat.

SATURDAY, 24.

This was a very dull morning, at breakfast the main journal of the Crank shaft of the Engine became so hot as to melt the Babbit metal, which run in about the Brasses that it brought the engine to about a stand and not having a reliable man to put it in order again I started out at once in the Buggy to Farish's New Mill near Rockwood and brought in George McCullough, who got it all right, and steam on and tested by 9 o'clock, it rained again this forenoon.

Gibson off, also Sat.

This is a fine morning but not settled looking yet. there is appearance on the ground of it having rained through the night. Yesterday was warm & dry & of any thing sultry,

It turned very warm this forenoon and cloudy and about 10 minutes to 12 it began to rain a smart shower for $\frac{1}{2}$ an hour, and after that continued dry.

The mason work for entrance of flood gate is finished except a little pointing on two upper courses, have begun to clean out the race beyond the Carding Mill preparatory for pointing up some leaky places if we can find them out, have got well on with planking the frame behind the gates, Bot a lot of spikes from Store

Set off stile,

TUESDAY, 27.

This has been a dry day

Set off

WEDNESDAY, 28.

This is a very wet morning, & it appears to have been raining hard during the night.

The rain continued this morning till near 10 a.m. began again at about 11, and stopt a little after 12. The afternoon was dry and the men worked in the quarry

Set off

This is a dull morning and the ground wet from the heavy shower that fell early this morning between 2 & 3 o'clock, Alex^r McNaughton left for Kelowna then, since then it has been fair and all hands working

Set off

FRIDAY, 30.

This has been a dry day, and no interruption to the work I made an attempt to bruse charcoal in the Rollars with 2 horses, but found that they were not able and had to fix it for 4 got enough of the temporary dam, removed and turned the water through the new flood gates, Went up this afternoon with Mr. Set Hough, the secretary of the Cemetery, to see if the lots taken up by us were right viz Nos 5 & 11 and although they do not agree with the present Plan or Map yet they could not be altered, being in our possession so long, and Interments made in both ends, and will begin tomorrow, to the walls, for Set off stile, the railing

SATURDAY, 31.

August.

MONDAY, 2.

1869.

This is a fine morning, and have started the masons up to the Cemetery to lay the foundation, & find the walling is made too large by a foot for the ground, and have to set it up in the shop to have it cut to a size and cannot reduce it less than one panel of Pattern viz 13 in.

Telegraphed to Thorald about an Engine,

It began to rain about $\frac{1}{4}$ past 5 and continued for ~~an~~ half an hour, Set off yet but is now reforming,

TUESDAY, 3.

This though somewhat clear is a doubtful morning it must have rained heavy through the night by all appearance

I intend starting for Toronto at 4 O'clock

Set off

WEDNESDAY, 4.

In Toronto all day, it rained heavy in the morning, and had wait in doors until the first shower passed over, & then again under other shelter, called at three different places about hiring an Engine to drive the Pump in the Dam but did not succeed, I then left for Hamilton at 12 O'clock and arrived there at 2 P.M. made more enquiry there but all wanted to sell but not to let

August.

THURSDAY, 5.

1869.

This was a dull morning, yet it kept fair, and during the day it cleared up fine but cool. Agreed with Davidson & Chadwick for their Engine at \$1.00 per day, and am preparing foundation for it and hope to have it set this week.

Set right & piling lumber, to day

FRIDAY, 6.

This has been a fine dry day, and have got on very well with our work, have got down the Boiler from the Foundry, and will get the Engine down tomorrow, Gibson has never come near his work all this week, James has been working at piling lumber, this last two days.

SATURDAY, 7.

This has been a fine dry day and the water is getting lower. I have got the Engine down and is now set in its place, I got John Oliver also from the Foundry to fix the pipes and set her a going.

August.

MONDAY, 9.

1869.

This is a delightful morning quite dry and looks as if a spell of dry weather had set in. This has been a great day, for sight seers, Duncanbergs Exhibition of wild beasts and birds, contained in 24 cases besides several large fine carriages for the Band
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TUESDAY, 10.

This has been another fine warm day, and have been pushing on with the Engine for driving the Pump and have got it started at last, throwing a large quantity of water. I have had men deepening the river so as to let me lay the foundation of the Distillery wall.

WEDNESDAY, 11.

This is a fine dry morning,

The day is warm and have been getting on as hard as we could with the coffer dams, and got the Engine started again, to reduce the water but up to dark, all we could make was 3 inches lower than the outside, and will run her all night and see if any thing can be done

have been putting in a coffer dam at the corner of the Distillery

FRIDAY, 13.

The ground was wet this morning from the heavy rain last night, the Engine run all night but did no good, and have determined to diminish the space by putting in two fresh dams.

I do not feel well to day and have kept the house this forenoon, but had to go out to examine and push on with the Distillery dam

The Boiler is also out and being properly cleaned for examination

SATURDAY, 14.

This was a fair dry day during the early part of it, but the clouds began to overhang in the after part, Our upper coffer dam shows signs of being tight as the water is flowing over in to the spout to conduct it past the lower one, The water in the river was too high to day for beginning to build under the corner of Distillery, but have got a quantity of stones dressed & laid down at the end of the gangway

The evening was wet and it rained very heavy from 9 to 11,

This day is set apart as a Holiday by proclamation of the Mayor, and from the rainy and wet appearance of the morning there will be neither weather for work nor play. About $\frac{1}{2}$ past 9 it became dry and fit for the men to work and got the dams quite tight enough to warrant us in making another attempt with the Engine which was done in the evening & she brought down the water a foot in less than an hour.

I set of the doors of the new warehouse this forenoon to four feet wide in the clear, which is large enough to admit punchons.

TUESDAY, 17.

This has been a dry day, and the Engine was able to keep the water down, that we got a good deal of the round boulders out of the Foundation, and got a footing prepared for the Derrick.

Rec^d Mr Livingston came this evening to attend the Presbytery.

WEDNESDAY, 18.

This morning looks dull, and looks like rain rather sultry. But the day turned out warm and William left home for the upper country, this afternoon.

The Presbytery meet here to day.

August.

THURSDAY, 19.

1869.

This has been a warm day and very fatiguing we have got the foundation for the centre part of the Dam about cleared out, and as soon as the Derrick is ready will begin to lay stone. Mr Livingston left for home this morning.

FRIDAY, 20.

We had a lighter fog this morning than we have had for several mornings past, but it has been a very warm day. We have got the irons on the top of the Derrick attached to the Bridge.

R Little engages to get out 3 trees ^{to make logs} \approx 22 inches square and 35 feet long, and rip them in two with whip saw the trees to cost \$5 each, the hewing \$24, and hauling 1 team to each stick.

have got the iron now laid on the Steam Mill Railway and the New car at work.

It began to rain about 4 O'clock and continued for an hour very heavy.

SATURDAY, 21.

This morning the rain began about 4 O'clock and rained very heavy that the ground was more like a sea in parts, the Pump began to go about 4 and made a good impression at first, but the rain sent in several streams that gave her more work than she could manage. The rain kept on through the forenoon that the labourers could not work, the carpenters went on in the afternoon to finish the Railway.

Rec'd a Telegram from M^m to night that he had got to Newcarline & would start for Southampton on Monday.

August.

MONDAY, 23.

1869.

This is a dry morning but the water is still high and the Engine labouring very hard & has made very little impression as yet. Yesterday morning the water increased, so that I was afraid of the upper coffer dams, being cut away, or having to take down part of the planks in the sluice, but a little after ~~dark~~ time it began to fall, the rain must have been general and heavy up the country. We got the Car on the railway

TUESDAY, 24.

This has been another fine working day. But we had some delay during the forenoon from the slide valve of the Engine getting out of order, but after that we got the water low in the afternoon, and got a course of large Stones begun. We had intended to work an hour later this evening in laying stone in the foundation, when a terrible accident happened to George Moir my foreman Stone Mason he persisted in running the Car down the inclined Railway with the large stones on, & before the proper break for stopping the Car was ready having run one load well, he went on a second, though strongly advised not to attempt it, but he did so, and lost the command of the Car, and from

WEDNESDAY, 25.

the increased velocity it attained, and when reaching the bumper, threw him off down into the hole beneath and the stone and car on the top of him the men got off the car with their hands but the stone had to be lifted with the crane, and when got out, only said "Oh my God", once or twice, & died when being carried home,

This has been a lonesome day for me I cannot forget the poor fellow, the water is much lower and the Engine can keep the hole quite low,

William in Durham to day

This has been a fine working day, and all the mess, except the Quarrymen, dropt at 9 O'clock to attend the funeral of Poon George Moir, he was 43 years of age, the attendance was large,

we began work again at 1 O'clock we had the water pery low this afternoon.

The moulder from Ewat & Angles Foundry came down at 4 O'clock to cast 2 brasses for the Old mill water wheel, they weighed 55 lbs each I intended by casting 2, to have them bored out but after considering the time and expense and only one of them being required, we chipped and filed it.

FRIDAY, 27.

This is a fine dry day and the water has fallen considerably.

SATURDAY, 28.

This was a wet morning and must have rained heavy during the night. I went down to Galt with the view of procuring two or three masons but found that there was full employment for all the men they could get, but left word in case of any desiring a change, I returned at noon, I found that the feed pump, of the pumping Engine would not work, and the day was lost so far as laying the large stone was concerned, but we set to work to construct a road to drive carts down to the lower side of the Dam.

BY THE LATE W. S. DANIEL, DUMBERTON.

DUNDEE.

OOR AIN AULD TOON.

Awa' wi' sangs o' sunny lands,
Whaur beauty glowin' dwells,
An' crystal seas kiss golden sands
Wi' music's gentle spells:
They may be fair, but dearer aye,
An' o' a' hames the croon,
Is ae wee spot by connie Tay,
My ain, my ain auld toon.
My ain auld toon, my ain auld toon;
There's aye a kindy freen' about
My ain auld toon.

I've wandered far 'neath Indian skies,
An' mony shores I've seen;
Whaur myrtles wave and palm trees rise
My footsteps aft ha' been,
Yet Nature's brichtest charms were vain;
I ne'er, I ne'er could droon
The burnin' wish to tread again
My ain, my ain auld toon.
My ain auld toon, my ain auld toon;
There's aye an honest look about
My ain auld toon.

In dreams I've heard when far awa'
The dear Auld Steeple bell,
An' speckled again the lofty Law
When gloamin's shadows fell;
But, ah! I'd wake, an' frae my e'e
The tears cam' drappin' doon,
For aye wi' love that daurna dea
I loved my ain auld toon.
My ain auld toon, my ain auld toon;
There's aye a cheerin' charm about
Oor ain auld toon.

Sunderland. WM. ALLAN.

TEARS, tears in the strath and glen,
Tears in the dark fir wood,
Tears, tears in the haunts of men,
And the rocky solitude;
Sighs where the mists of morning float
O'er upland pastures dull—
Sighs in the fisher's swaying boat
In the lonely Sound of Mull!

Tears in the plighted maiden's eyes
By her wither'd trusting tree,—
Sobs from the widow, as she lies
Croonin' her lullaby
Moans from the mother, old and wan,
For him she bore in pain,—
And deep sighs from the aged man,
Proud of the lad that's slain.

Wrath, wrath in the young and strong,
Knit brow and clenched hand—
Curses, curses deep and long,
On the Czar and his cauti' band;
Pride, pride in the kiuding eye
For the kilted clansmen's might,
The lads who bore their bonnets high,
Aye first through smoke or fight!

Want, want of the father's hand
The children's steps to guide—
Wail and woe on hill and strand,
Want on every side;
Want, want of the crofter's field,
Want of the daily bread,
Want of the cottage roof to shield
The widow's aching head.

Hark, hark! to the sound that thrills
Over the Black Sea wave,
Trembling through Crimean hills
From the red mounds of the brave;
'Tis our fallen warriors' call
To the Living here—
Call for food and home for all
Their near ones and their dear.

Scotland, Scotland! leal and brave,
Let your full hearts glow,
Like your heroes, when they gave
Their bosoms to the foe;
List to cry, and sigh, and sob—
Never be it said
"Scottish hearts have ceased to throb
For the orphans of their Dead!"

Food, food for the soldier's boy,
A roof for his widow's head,
And the noble spirit will look with joy
From Glory's crimson bed;
Let not the liberal purse be spared—
Give, and give again—
What is gold, rich gold, compared
With Scotland's precious Men?

THE

JILTED.

WELL, well. This Arrow hath missed its mark;
But, Man! you have more in your quiver!
All over, no doubt, with your pleasure-bark;
But swim like a lusty liver!
Atop of some Ararat, next the skies,
You shall clap your wings and crow;
Higher and higher your spirits will rise,
While the Deluge is ebbing below.
Thank God, some first loves do miscarry.
Men frequently say when they come to MARRY.

Perhaps she had some love for you!
Some love till death doth sever;
Some love for a month or a year or two,
And some, they say, for ever.
Of course your love would have lasted, my brother?
That, at least, was eternal?
We all think so some time or other,
While very young and verdant.
But you might not have found your heaven within
The pretty blue eyes you so wanted to win.

The Learned will tell you, those beautiful eyes
Of witching bewitching blue
Are as *Armenia* waters, or earth-made skies,
Or unrisin' linen, in hue;
From want of clearness their charm is given,
And hearts are whirled away.
Blue is not the natural color of heaven,
Where dwelleth the perfect day.
And the Woman you thought you were loving looks thro'
Far other eyes than you worshipped, at you!

Yes. I know how you stood, all adame, for her
Your heart of hearts to fill,
I know how you hardly dared to stir,
Lest your delight should spill;
Then came the clap on the back, my friend,
That made the Dreamer start;
And at the wakening whack, my friend
Found he had lost his heart.
Pass on. Nor loiter with longing eye;
It's no use looking; you cannot buy!

You say that she gave you kiss for kiss;
But that was no promise of marriage.
Don't you know in a world like this,
A lady must ride in her carriage?
Even tho'—like a hand that I saw last spring—
The way of her life should go;
One side with violets purpleing,
The other white-winty with snow.
Of saffron the Greek wedding-robe was of old!
Our English parents prefer it in gold.

The old love wasn't the true love;
That you have plainly proved;
So turn your thoughts to a new love.
Some one waits to be loved!
Some one patiently waiting for you,
And the purified love you can give her.
With a soul full of love as the summer dew
Is of sun, with its kiss all a-quiver.
To keep your ghost from the vacant chair.
Nothing like placing a warm Wife there.

Never quench the shine of the rest of your wine,
By pouring it out in the dust.
What of your faith, old friend of mine!
Can you take your trial on trust?
The knife is sharp, and the flesh must shrink,
But—as in the earliest day—
God often perfects the Manhood, I think,
By cutting the woman away!
He takes but a spare rib and gives you a Wife,
With a heart in her, beating, life of your life.
—Gerald Massey, in "Cassell's Magazine."

Russia's Undeveloped Wealth.

A writer in the *Molva*, of St. Petersburg, remarks that some of the richest territories in Russia are still almost unexplored. Although she has been in possession of Siberia—"that Russian California, which might be made an inexhaustible source of wealth to the whole Russian nation"—for 300 years, she has not derived any advantage from it. "We might," he says, "have become as rich through Siberia as England has through India; yet we turned it into a penal settlement, instead of making it a colony and opening its natural resources to us by means of good roads with Central Russia." The immense mineral wealth of the Caucasus, too, has been scarcely touched. Extensive coal fields in the Government of Kutias, and the iron mines in the Government of Tiflis, represent so much dead capital. No iron goods are manufactured in the Caucasus, though the raw material is there in abundance. The soil and climate are admirably adapted to the cultivation of the vine, of tobacco, and the silk-worm; yet the wine produced is of a very inferior kind, there is but little tobacco, and the silk of the Caucasus is poor in quality. Much has been said lately about a development of the beet-root sugar industry in Transcaucasia; but little has been done, although the plan has the best prospects of success. The writer concludes by expressing a hope that the promised establishment of technical and agricultural schools in the Caucasus will assist in the development of manufactures by spreading technical acquirements among the people.

ALLAN LINE.

Important New Shipbuilding Contract
(From the Liverpool Journal of Commerce, Monday 10th Nov., 1873.)

Referring to a recent announcement that tenders were being asked for the construction of a large passenger steamer of 5,500 tons for the Allan Line, we are now in a position to state that the order for this steamer—to be called the *Parisian*—has been placed with Messrs. Napier, of Glasgow, the celebrated shipbuilders and engineers. The *Parisian* will be built of steel, made on the Siemens-Martin principle, and the material to be used in construction will be subject to the most rigid tests both by Lloyd's and the owner's own surveyor. She is to be fitted throughout her entire length with a double bottom, divided into water-tight compartments. This mode of structure, besides adding greatly to the strength of the steamer, gives a special security in case of grounding or other mishap—injury to the bottom of such a vessel being harmless. About nine months ago the Messrs. Allan had the courage to contract for a vessel for their ocean service, to be constructed entirely of steel and of the double-bottom arrangement, before such had been so employed in the construction of any Atlantic vessel. The vessel in question—"Buenos Ayrean," now nearly ready for sea—was recently launched by Messrs. Denny, of Dumbarton, and is the largest steam vessel that has ever been built of steel. It may be mentioned that the same system of construction is also to be adopted in the new Cunard steamer "*Sahara*." The "*Parisian*" will be 440 feet long, 46 feet broad and 36 feet deep, and of about 5,500 tons gross tonnage. Her engines will be of great power three cylindered, and built to the designs of their superintending engineer, Mr. Wm. Wallace, of Liverpool. The saloon, which will be placed amidships and fitted up in the most complete and sumptuous manner, will have permanent accommodation for about 200 cabin passengers. She will also have room for over 1,000 steerage passengers. Every appliance that can increase the safety or enhance the comfort of passengers will be found in the "*Parisian*," which may be expected to take her place among the other well-known steamships of the Line in April, 1881.

except the age, the four the I w consu being

This is a fine dry

all the mess, Delock to attend was 43 years of Delock we had ne Boat & Angles east 2 brasses for a 55 lbs each loved out but after only one of them it, fallen considerably

August.

MONDAY, 30.

1869.

This turned out a fine day. and after some bother with the Engine pumps we got out the water, and have got a good many large stones laid according to the pins set for a guide mostly on the South West end of the Dam. We have also stripped the roof of the Wheel house of the Carding Mill, and put in heavy cedar rafters and covered it with new boards.

TUESDAY, 31.

This has been another dry day. We have got the New Brass set under the inner end gudgeon of the Water wheel and are making good progress in putting the new float boards or buckets. We are also going on framing the Middle bent for the Bridge, the Council having last night accepted my offer to construct it.

September.

WEDNESDAY, 1.

Another fine dry day and have got on fine with the N. East end of the dam, and have got it above the water. There was hard frost during the early morning, and Mr Quarris and his Brother returned from the Old country this morning, somewhat improved in health. This is the Fair day.

We began to night to set of the true circle for the front of the Dam by ordinates, but could not see to finish it,

Fine weather, set to work early this morning before the men began to work to finish the lines of work and the masons have made good progress to day with the work and began to use water line.

Dr Hamilton called this afternoon, also D. C. Gunn, formerly of Hamilton wharf now of Oswego.

FRIDAY, 3.

Dry weather and fine for puddling the front of the Dam

SATURDAY, 4.

Fine dry weather and the water very low. The mill water wheel has got in the last bucket board now and the men have been helping to raise the Distillery Water wheel to put in ~~new~~ head blocks, the old ones being quite rotten and was picked out in pieces.

I have not got the corner of the Distillery repaired yet, as I am waiting till the Dam is far enough advanced to enable me to shut off the water to dry the Foundation.

September.

MONDAY, 6.

1869.

This has been another dry day, and have got on so far well, some dirt got into the Pump which stops the Puddling only for a little, We began this forenoon to tear down the old Bridge and have stopt all passage that way, Poor, John Neene died to day aged 62,

TUESDAY, 7.

This morning was dark and dull untill about 1/2 past 8 when it began to rain and continued with very little interuption all day so that no outdoor work was done after the rain began, Our old teamster and Flour salesman in Hamilton John Smiths ~~Wife~~ came to Town last night, I spoke to her to day

At 10 O'clock is still raining

WEDNESDAY, 8.

This is another wet morning and appears to have been raining during the night, no outdoor work can begin this morning, thought that the work could begin about quarter time in the forenoon but no it rained, then at 1. the men were in the quarry but it again became dark and began to rain, The carpenters however, kept at it sawing the timbers for corbels of Bridge, screwing up the strungers &c, and also in the Distillery fitting in 3 new cedar lintals under archway of tailrace to rest end of new beam on 85,

September.

THURSDAY, 9.

1869.

At 6 this morning it was raining, and the water has risen very considerably since last night, and even this morning

7 it is now fair and the men have all begun to work though not to advantage in some cases

counted the water line this morning only 31 Bhs left
order another to day

FRIDAY, 10.

This was a fine dry morning, and the work went on as usual, the water became sufficiently low about noon, so that the steam pump was started and got the water out so that we got the centre bent of the Bridge up in its place, and began taking down the walls and excavating far enough back of the roadway between the pillars to allow of moving all the 5 timbers or stringers back at once on rollers by means of the large screw

SATURDAY, 11.

September.

MONDAY, 13.

1869.

This has been another fine dry day, and the work has progressed very

TUESDAY, 14.

This is a fine dry morning

Have got well on with the Dam, and also have got the fine stringers of the Bridge drawn over to their right place and have put the Corbels under the N.E. end.

We also began to bale out the water out of the coffer dam at the corner of the Distillery and got part of the foundation of that laid with cement

Three teams left this morning for Freeport for heavy timbers for the Bridge

have had accounts compared with James & paid him largely in Debt to me

WEDNESDAY, 15.

Fine morning, the teams did not get home till 3 o'clock this morning, and were not able to get out the heaviest log 22 x 22, but brought two pieces 22 x 11 and another stick

September.

THURSDAY, 16.

1869.

This is a fine morning, and all the masons at the Distillery get, and they will not be able to finish it to day. Three teams left this morning at $\frac{1}{2}$ past 5 for Freeleton for the large sticks of timber for the Bridge.

FRIDAY, 17.

Dull morning, it has rained heavy through the night but quite fair now. The teams got home with the heavy logs ~~about~~, about 12 o'clock last night.

We have got on well with the corner of the distillery, and have been closing the front of the dam with Puddle to a very narrow space that we may close tomorrow.

Have also been getting the big logs on tresses fit for ripping them up, we also pulled down a considerable piece of the walls jutting out beyond the G.T. Piers.

Was very drunk this morning

SATURDAY, 18.

Fine dry morning but cool.

September.

MONDAY, 20.

1869.

This is a fine day, and regret to have to bury a fine horse one of the Span that used to be on the farm he died yesterday

TUESDAY, 21.

Fine weather, have been sitting more of the upright holts in the Dam, and laying the flat bars lengthways

Prince Arthur, passed up at 1 o'clock to the Exhibition in London, I missed seeing him

WEDNESDAY, 22.

Fine working day but very warm

This has been a fine day, but there was a good deal of mist in the morning, ^{Set} more bolts to day in middle of Dam, took on 3 more hands to day so as to hurry out the portions of the old Bridge abutments and fill up the deep portion of the hole ahead the dam so as to get done with the Engine this week.

We got the last of the beams in the bridge this afternoon and have got down the cable belonging to Massie to lay the stones for the new abutments, we got out one of the largest stones of the old Bridge the derrick has yet lifted & set it to night on the Dam,

Gold ran up to 150 this afternoon

^{drunk} a man fell through the beams this evening & broke his thigh

FRIDAY, 24.

This has been another very fine day, though very misty and thick in the morning.

Two of the spur wheels that drives the Separator broke yesterday, and found one ready at the Foundry and got the other cast at ^{Barrows} Foundry this afternoon, have got the Crabb mounted for lifting stones below the bridge

Gold at noon to day was, 162½
Bots to day in Chicago 10000 Bushels No. 2. Corn a 76¢
in store

Finished with pumping last night and will begin in the morning to take the Engine apart,

SATURDAY, 25.

The forenoon was fine working weather but at 12 o'clock a dark cloud came over us and a heavy shower of rain came on & continued for over an hour, and part of the afternoon. Began to take the Engine apart.

September.

MONDAY, 27.

1869.

This is a cold morning, and the water very high but not in such quantity but could be kept below the upper course of the Dam, by keeping the culvert clear of sticks

Sent part of the Engine up to Angles Foundry.

Rot of Messrs Bruce 1 piece timber 8 x 10 - 3 1/4 feet long
1 do " " 46 do.
a 12 1/2 ft a foot.

TUESDAY, 28.

This morning is dry but is quite cold and all the timbers on the dam and Bridge are quite white with frost

WEDNESDAY, 29.

This has been a fine working day.

Have got the Hewers of Timber started out at the rocks to day

September.

THURSDAY, 30.

1869.

October.

FRIDAY, 1.

Fine weather

*Went down this afternoon to Galt about getting
a man to examine Dittler Boiler*

SATURDAY, 2.

*Fine day George McCullough came up and
examined the Boiler*

This is a coldish morning

I went out to the Rocks this afternoon to see how the men are getting on in squaring timber for the Dam, and found that they are likely to get all the large timber of my land.

The teams hauled in the 1st two loads to day.

TUESDAY, 5.

This is a fine morning but cool

Have got 2 additional Carts on the Dam, and have now got the banks united and driving freely across, and are now making good progress with the filling in front of the Dam. The South End abutment of the Bridge will be about finished tomorrow, and after that we will hurry on with the mud cills for the foot of the apron before the water gets too cold.

I have stopt quarrying stone for this season and will take home all the tools tomorrow.

WEDNESDAY, 6.

Cold morning, below freezing 28° to 30 degrees. The ground is white. This is the Fair day and the first day of the Fall Show of Agriculture Products & the next day for cattle. &c

I went down to Galt this afternoon to examine a Boiler for the Distillery, and have decided to take it, and have ordered it to be got ready.

October.

THURSDAY, 7.

1869.

This is the 2^d day of the Fair, The weather continues exceedingly fine, and have all the carts at work drawing gravel from the Mill Yard on to the Dam.

The hewers are not getting on with the timber as fast as I could wish, They attend fairs, La. crop games &c

FRIDAY, 8.

This has been another very fine day, and are pushing on with the work

SATURDAY, 9.

This has been a fine working day, and we are making good progress with the Dam.

There appeared indications of rain in the afternoon it however, kept fair

Have arranged that the men shall begin work at 1/2 past 6 a.m. and drop at 1/2 past 5 in the evening. Reid & Murdock of Chicago are here this afternoon

October.

MONDAY, 11.

1869.

This is a wet morning, yet not so heavy but only drizzling, the labourers began at $\frac{1}{2}$ past 6, but the Masons fearing rain did not make their appearance. They however began at $\frac{1}{4}$ time.

Have 2 men at work repairing the cattle byres

TUESDAY, 12.

WEDNESDAY, 13.

Fine weather. And we are now pushing hard with 4 carts in the gravel pit, and it takes men as pickers and shovelers, to keep them going.

I went down to Galt to night to see what progress they have made with the Boiler, but found that they had not touched it yet, but would positively begin to tomorrow,

This is fine weather though cold in the mornings. We are about finished with the root house behind the office, having removed all the old earth first, then laid on about a coat of 6 inches thick of clay well packed down over the logs, then returned the earth and after that covered it all over with turf, & put a fence round it, also renewed the lining for the bins inside.

Have got the water wheel and shafting in the Distillery put to rights, put in new beams and also new head blocks under the water wheel, the old Brasses new good and may wear many years yet.

We have got the walls or abutments of the Bridge finished now, and the dry stone walls on the top below planking done & have paid of 4 masons to night, and will keep on two of them to finish the flank wall of dam, & the back

FRIDAY, 15.

This has been a coldish day, with slight drizzling showers now and then, and have been attending the Funeral of William Jackson, son of the Paisley Block it was quite cold, with occasional showers.

Have been making good progress with the graveling in front of the dam. Willie Jackson died on the 12th Inst aged 66 years and 5 months.

SATURDAY, 16.

This is a fine dry morning, but 4 degrees below freezing, will have to day 2 hired teams to help with getting the timber.

This is a cold morning, and the first snow shower of the season, in falling, the Conductors of the Grand Trunk say it is an inch thick at Stratford.

We are pushing on with the gravel of the Dam, and will soon have enough, and hewing coping for the top of the wing wall

also repairing the floor of the Mill in renewing the wooden grating for the steam of the flour,

We have been busy taking in Corn to day, The Blacksmith has about finished the iron for the Booms to conduct the stumps, trees, and ice over the Dam,

TUESDAY, 19.

This morning is also threatening and cold and flurries of snow falling

I attended the Funeral of Andrew Ritchie one of the oldest settlers who died ^{on the 17th} of a Cancer in the stomach aged 67,

WEDNESDAY, 20.

This has been a coldish day but no snow.

George Lillie, farmer, Scotch Block died on the 18th inst aged 76 his funeral took place to day, he was originally a Stone Mason,

We have had 2 teams to day hauling down Corn, one at Stone and another driving in Timber from the Rocks farm

The weather was milder, this morning and have diminished the number of men in the gravel pit — and have taken some of them to excavate the trenches at the foot of the apron for mud cills and have shut down the gates for short time to lower the water as much as possible, and have one of them laid quite low rained on both sides and under, and loaded with heavy stone to prevent it rising with the water.

Had one of the masons rebuilding the batterise of the garden wall at the the Boat landing steps, the lower courses say 2 feet high with Cement.

FRIDAY, 22.

This has been a fine working day, have again begun this morning to lay more cills, also removed the coffer-dam this forenoon at the distillery, and pointed up all the openings at the bottom with Water Lime that could not be got at before, and packed it with clay, Gibson put in Guta percha, washers or gaskets between the joint of the large copper pipe of the big still and put in heavier bolts to make it tighter than it was before with paste board, also put in a cock to draw of the condensed water from the steam pipe, likewise put new brass spring in the collapse valve,

Intend to visit Galt in the morning about the Boiler

SATURDAY, 23.

A very wet morning, went down to Galt and found that the Boiler was taken apart and the tubes being cleaned, and the new end plate in hands flanging it, so that it will be ready next week. It rained all the forenoon

This is a frosty morning the ground quite hard, and am preparing to go off this morning at 9 with the Deputation to Walkerton, We did not get away till $\frac{1}{2}$ past 10, The party consisted of Mr Herod Mayor, Mr Peter Gow M.P., Mr Rob Melvin and myself, we got as far as Harriston that night about 8 o'clock, we found the roads very heavy after we passed Elora, where snow had fallen and by the time we got to Harriston it was several inches deep, we started

TUESDAY, 26.

This morning at $\frac{1}{2}$ past 8 and got to Walkerton at 3 p.m. the snow within 5 miles of it was 18 inches deep, on the road and two feet in the woods and falling thick & heavy at times, after I got my dinner, I took a turn out to look at the River, it is certainly a fine stream and a large supply of water the upper mill has 13 feet of fall on which they are building a new flour mill fitted for 4 run of stones, but only 3 to be put in at present, the country round looks fine the town is located quite in a valley with high lands all round and well wooded with hardwood

WEDNESDAY, 27.

This morning I found that considerable snow had fallen through the night, and a shower now & there and hearing that it was snowing heavy in Guelph I began to be very uneasy about the Dam not being finished in case the winter sets in with hard frost also that if a sudden thaw came on with rain, might place me in a very critical position, so I determined to leave for home at once, and engaged a man to take me to Durham ^{by stage} for \$2.50 and got there by 2 o'clock, and left there at 4. in a one horse buggy for Mount Forest for \$2.00 and got there about 7 o'clock, and slept at Coyne's Hotel, Had a Telegram from Guelph as I arrived at Durham that Gooderham's Distillery had burnt down last night

October.

THURSDAY, 28.

1869.

I left Mount Forest ^{by Stage} at $\frac{1}{2}$ past 3 a.m. got to Arthur at 7 very cold, at Fergus got a seat from Mr Garvin in his buggy and got home at $\frac{1}{2}$ past 11, and found there had been a great fall of snow.

However, this afternoon it began to gradually melt away.

I saw on my way down large fields of turneps out, also Oats standing in the sheaff, and covered with snow.

FRIDAY, 29.

Fine morning, the frost not hard, and as the day advanced it became sloppy. The teams are removing the stones off the Road, The Carpenters got up the hammer beam or main beam ^{for} under the rafters to rest on set up to day and, two of the diagonals laid in their places, Cut of the planks of the temporary dam and filled it up behind with good gravel, began to break out a door at the back of the Kiln, John Keall has got all the stringers on New Street Bridge,

Got 2 of Little's men this afternoon to help on with the work.

SATURDAY, 30.

This has been a cold day, very little snow fell, but near noon some of it melted away it then turned cold again, we are hurrying on with all speed,

It would be strange if winter is going to set in in earnest already, yet it looks remarkably like it.

Large fields of Turnips, potatoes and even apples are on the trees yet,

November.

MONDAY, 1.

1869.

Cold frosty morning, but about noon it was of any thing milder, I went down to Toronto this morning by the 1/2 past 7 train and got into the City at 1/2 past 10, took a cab to see Gooderham & West's Sained Distillery, it was truly amazing to see the amount of Property destroyed

TUESDAY, 2.

This has been a very fine day, and much milder no snow whatever lying on the ground and people, getting up their Turnips and potatoes with all speed

Went down to Galt this afternoon, and found them hard at work at the Boiler & will have it ready on Saturday
The Council are making poor progress with the Pier of the Lower Budge

WEDNESDAY, 3.

This morning opened clear, and fine mild weather, and continued so all day, this being the Monthly fair day, a good many people in Town, Good news came in to day that the By-law in the County of Bruce had been carried in favour of the Wellington Gray & Bruce Railway by a Majority of 257

November.

THURSDAY, 4.

1869.

This was a dry day but cold and windy we are still drawing nearer to a close with the Dam,

discharged 2 masons I had taken on for a day or two as the work is all but done

FRIDAY, 5.

This has been rather a coarse day, raining and sleetng now and then, took down the little crane this afternoon

This looks bad for people getting up their Turneps
Emence quantities of Apples are frozen on the
Trees

SATURDAY, 6.

This is a wintry looking morning the ground again covered with snow
busy finishing the top of the Dam with gravel, and preparing to take down the large crane, have got the

This is a very cold morning, it has been blowing and snowing all night, and the ground is again covered with snow, we did not get the wheels of the mill and Distillery finished in time to let the water on, the Stones requiring to be tramed yet after the water is on, we are still leveling and filling up the breast of the dam in places where some settlement of the soft earth has taken place, and also filling up the last space behind the Dam where the Crane stood

Cannot get up the Boiler from Galt yet for want of the Trucks, which are somewhere on the road from Goderich, I was at Ritchie's sale this afternoon, very cold wind & great fields of Turnips frozen in and likely to be lost

TUESDAY, 9.

The weather this morning is still wintry like it is not hard frost, yet no thaw and the little snow remains on the ground, We are busy getting the Boom that is to guide the stumps and timber over the Dam, fixed in its place and then remove the temporary Bridge that is over the race

WEDNESDAY, 10.

Went out to the Western Station to night to ascertain if they had brought up the Truck to Galt and the Conductor said no

November.

THURSDAY, 11.

1869.

Rather a raw day, and yet not very favourable for those who have their turneps in the ground of getting them out.

Got a Telegram this forenoon that the Truck waggon had reached Galt last night, and made preparations to start down there after dinner, with 2 span of horses and ~~also~~ a team with a waggon to carry the chains ropes &c and got there about dark and found the Boiler loaded, and ready for the chains to bind it (The conductor was not aware that he had the Truck with him last night in a close box car).
The water Mill started this morning with 3 run of stones,

FRIDAY, 12.

We left Galt this morning at 8 o'clock with the Boiler and had to leave the waggon a little distance out of Galt and attach that span of horses also to the Boiler as the weight was too much for 2 span through the mud which was soft in places.

We however got on well, and reached Quelfe about 4 o'clock.

The water mill has been going all last night, and the gudgeon became heated & we had to stop for a little while.

Riddle is busy blowing of the boiler for to clean her out for the winter.

SATURDAY, 13.

The frost this morning was not severe yet enough to thicken the ice on the Dam.

Busy this morning unloading the Boiler and getting it into position. The Plankings of the Dam is far forward and will be finished on Monday. Have got the Boiler on to her seat in the Distillery to night.

Moderate weather though cold and raw
 Got the Boiler set in its place this forenoon
 and took the measurements for a steam pipe

TUESDAY, 16.

The weather tolerably mild considering the lateness
 of the season, I went down to Galt with the
 Pattern of the Steam Pipe to attach the Boiler
 to the Stile, Likewise the Smoke pipe to lead into the
 Chimney, also a Bend for the feed pipe,
 I returned at noon, Robt Ward went down
 with the Truck, and brought up the smoke dome
 and furnace bars by night, and well for him
 he did as it now blows almost a gale, with thick
 falling snow storm, 7pm in Toronto, came home
 in the evening

WEDNESDAY, 17.

There had been rain early in the morning
 and now a heavy thaw and the roads quite slushy
 and now rains, and sleet, alternately,
 The last of the Planks have been put on the
 keel under the Bridge, and also on the tail wall
 of the apron behind the Piers, and all planks
 collected and taken into the Yard, have got the
 feed pipe on the boiler, and the smoke box fitted
 on,
 The carpenters began the Cattle Bye

Mr. Iam the engineer from Ingle's came at one
 o'clock to help with the pipes

November.

THURSDAY, 18.

1869.

Rather a rough, wintry looking morning, showers of snow falling throughout the day, it was quite at noon, let several more men go to day, am busy at the Boiler getting pipes attached and the foundation built up under it, and the smoke pipe conducted into the chimney, also forging a frame for an ash pit door

Intend to work late to night

Several sleighs have been running to day.
I am all day at work

FRIDAY, 19.

Has been snowing through the night, and began again about 8 o'clock, did not get the mason work, and the pipe fittings done last night after working to 11 o'clock, have got on the gauge cocks,

Also got a new glass tube from a G Trunk engineer for water gauge. I am putting a raised grating in front of the Boiler, snowing now again noon time, a good

many sleighs in with wheat at the Mill just now,

Have done with the Masons at the boiler and laying the front this afternoon at 4 o'clock & got the fire on to dry the work. The Carpenters

staid at the cattle byes,

snowing most all the afternoon heavy,
I am all day at work

SATURDAY, 20.

Snowing heavy this morning, and has been through the night, so that there is a thick coat of it on the ground, got the fire on this morning to heat up the water to make yeast to start with, but the draft I am afraid is not going to be sharp enough, and now see that so many (100) small tubes form a considerable opposition to the smoke &c it is so weak as to leave a white fur round the mouth of each of the tubes

This is a fine clear morning, and the Thermometer at $\frac{1}{4}$ to 7 stood at 13° . The distillery Boiler does not seem to act any better to day.

Began to day to cut a hole in the distillery roof for the erection of a scaffold to aid in putting an iron stalk on top of the Brick one to increase the drafts.

But a fall of snow came on so heavy and continued all the afternoon, which put a stop to outdoor work. The Dam all covered with strong ice.

TUESDAY, 23.

This has been a fine mild day 3° above freezing at 9 o'clock, making grating for windows of the Rectifier's house.

Johnny Heigimbotham's Birth Day
to Father & mother at Clara

WEDNESDAY, 24.

Fine clear morning Therm 5° above zero at 7 a.m. & continued fine all day, men still repairing at the cattle byres.

November.

THURSDAY, 25.

1869.

This has been a fine day throughout and rather milder than yesterday

I have been busy fixing underneath the large water pump, also changing the pulley for driving the engine pump for the Rectifying house

FRIDAY, 26.

I went down to Galt this morning to consult Mr Goldie about the difficulty in the draft of the brick chimney, and he thinks that by adding to the height of the old one, that a great improvement may be made. Hood has now over 70 head of cattle in the Bykes

SATURDAY, 27.

Fine winter weather, with indications of a thaw

Bob Ward came home from Galt with 32 feet of 22 inch smoke stalks

November.

MONDAY, 29.

1869.

Fine mild weather and thawing

Attended our adjourned annual meeting in
the Church

this evening quite

TUESDAY, 30.

Thawing very rapidly to day, and have been
very busy in getting the chimney ready, and
have just got the larger portion through the
roof

This is St Andrews day, Ball & Supper to night

December.

WEDNESDAY, 1.

Quite a change to day, the roads hard and
freezing, working hard to get up the smoke
stack to day

Got the chimney up through the roof and all
ready to hoist by $\frac{1}{2}$ past 4, but I deemed it too late
to do any more as we could not possibly see to work
safely in half an hour after that

The weather pleasant and calm this morning with a slight shower of snow falling, and set to work with all diligence and got the smoke stalk in its place and the fire started by 10 o'clock, and find it has made a great improvement in the draft.

FRIDAY, 3.

Fine morning. Went up to Waterloo Billings to attend the meeting of W Fischers Creditors when John Kerr of Toronto was appointed official assignee.

SATURDAY, 4.

This has been a mild morning, and of any thing turned to a thaw, have been working for some few days at finishing the stalls in the new cattle byre, and also preparing stuff for the bottoms of some of the tuns (fermenting) which in some appear defective. Jm Dixon formerly of Dundas called to day & would like to leave St. Louis if he could find a place to do business in,

December.

MONDAY, 6.

1869.

le. Fine winter day, frost moderate,
Meeting of Directors of Mutual Insurance

TUESDAY, 7.

Some snow fell to day
a good deal of Wheat came in

WEDNESDAY, 8.

Fine weather, and the teams with wheat
began to pour in early to day

December.

THURSDAY, 9.

1869.

This has been another very fine day of anything thawing in the middle of the day.

It has been a very strong day in taking wheat the teams reached about up to the G. Trunk tank house and many unhitched their horses and came back in the afternoon and hauled in the load. This has been the Fat cattle Show day, and prime ones they were.

Adam Brown Esq, Mr Burton the lawyer and some other gentlemen passed down on their way from Walkertown after being present at the final passing of the By-Law, for a Bonus to the Railway.

FRIDAY, 10.

This has been another mild day, and good many sleighs in with wheat, some slight showers of sleet fell & thought it was going to turn into rain but did not, putting up to day a coal and wood shed at the end of Office.

The pit-wheel that is fixed on the gudgeon of the shaft of the Water wheel in the Distillery got loose and broke 2 teeth, we have taken it out to burn the grease of it put in 2 inch pins where the teeth is out (as there are not both in the same place) which will help ~~them~~ in gearing, and enable us to get to work in the morning without loss of time.

SATURDAY, 11.

Mild this morning also, and is melting the snow of the roads very fast, and waggons are resorted to in many cases.

December.

MONDAY, 13.

1869.

The weather is of any thing on the turning
point and getting colder.

John McPherson has
got the coal house finished to day. The roads are
now quite bare of snow and waggons are now
generally used.

TUESDAY, 14.

This is a sharp morning and freezing hard.
The wind has got up through the day and
is blowing quite cold, the roads are now
very bare and quite hard.
Fisher fitted in our new Press & Desk to day in
the inner Office.

WEDNESDAY, 15.

December.

THURSDAY, 16.

1869.

FRIDAY, 17.

SATURDAY, 18.

This is a sharp morning, with a few flakes of snow flying, Election for Mayor took place to day, or rather Nominated.
 Have got the Byres finished so far as to admit the Cattle into the new stalls just finished

TUESDAY, 21.

This has been another cold day but no wind in the early part of the day, A great many loads of Wheat came in to day, Goldie did not seem to take his usual share, we took in about 1800 Bushes at an average of.
 We have got the posts up for a platform with roadway to drive up hay to the end of the new feeding byre and will have it completed in a day or two,

Snowing a good deal at 10 pm and fast also blowing and cold

WEDNESDAY, 22.

This is a very wet morning, a considerable quantity of snow fell during the night, and the rain is melting it away very fast.
 I have some intention of going to Bowmanville by the afternoon train,

heard that this was the day Hear Field's distillery at Canastota was seized

December.

THURSDAY, 23.

1869.

I got safe to Bowmansville at 11 O'clock last night, the weather to day is cold and blowing fresh

FRIDAY, 24.

I got home this morning at 4 O'clock having left Bowmansville at 11 last night. This is a pleasant winter day

SATURDAY, 25.

Fine winter weather, and great lots of people on the Dam skating and curling

This is a very misty morning,
 It began to rain in the forenoon a
 little, and then heavy in the afternoon
 Only a few loads of wheat came in
 to day.

TUESDAY, 28.

The rain yesterday has washed away
 much of the sleighing. It is however
 fine weather to day. We had a fire in
 Town this morning between 5 & 6 o'clock
 the stable of Mr Taylor (who married Mrs Sudby)
 was burned down. I went down to Toronto this
 morning & was on change saw Brunell who goes
 to Ottawa to morrow morning.

WEDNESDAY, 29.

Fine working day. Have put on the iron
 Catwater on the middle bent of the Bridge
 to day, and preparing to fit on the Beam
 and and remove the temporary side of the
 flume, so that the two waters join together.

December.

THURSDAY, 30.

1869.

There has been a fall of snow during the night and will improve the roads a good deal

FRIDAY, 31.

This has been a very mild day, and the little snow that fell, night before last is pretty much worn away. There was very few teams in with wheat to day. Had a Telegram from ^{Mr} Osborne of Galt that he would take the Barley stone & coal at \$60