

The image shows the front cover of an antique book. The cover is decorated with a dense, repeating pattern of small, overlapping, teardrop-shaped motifs in shades of red, blue, and yellow, creating a marbled effect. In the center, there is a rectangular green paper label with a decorative, scalloped border. The text on the label is printed in a black, serif font. The word "DAILY" is at the top, followed by "JOURNAL," on the next line, and "1869." on the third line. There are some faint, handwritten marks on the label, including a small "7" next to "DAILY" and a "10" next to "1869.".

DAILY
JOURNAL,
1869.



DAILY
JOURNAL

FOR

1869.

TORONTO :
PUBLISHED BY BROWN BROTHERS,
MANUFACTURING STATIONERS.

THE DOMINION TELEGRAPH COMPANY.

(From the Galt Reporter.)

Why, in the name of everything that's good, do not the Directors of the above Company clear up the doubts that at present hang round it? With suspicion on every side, with grave charges made, with Directors resigning, all the general public has had laid before it in the way of refutation has been that at a dinner at St. Catharines, at which were present Directors and Stockholders, us "out-side barbarians" were assured that it was "all right." No proof that the charges made were false, no proof of the soundness and integrity of a concern in which the people of this country are asked to invest \$500,000, but merely champagne congratulations on the construction of a few miles of the road, and grand prophecies for the future. If this is to remove distrust, to refute charges, it is easily done, but we are doubtful. The Upper Canada and Commercial Banks were "all right" till they failed; and, more to the point, the "Grand Trunk Telegraph Company" was no doubt heralded as "all right," and decidedly proved its right to be considered so. Why, if everything is satisfactory, if the inauguration and present position of the Company are satisfactory, is it not clearly shown to the public? The originators of the scheme are pronounced to be speculators and unbound. Why not disprove this? They are accused of controlling the stock in order to gain their own ends. Disprove this. Of having secured the contract for the building of the line at an exorbitant price, and such as to allow them a profit of something like \$125 per mile, or one half of the contract price, and that they secured this contract without it having been submitted to tender. Disprove these assertions. Distrust is too general now to be neglected. Stock must yet be sold—and who will buy? Payments on stock already subscribed will become due, and who, in the face of all these charges, will have any satisfaction in making those payments, or will not avoid such payments if possible. The Company at present is *laid down with an incubus of doubt.* *It must remove that load before*

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PAPER MAKING.—It was not until the year 1806 that the first patent "for manufacturing paper of an indefinite length" was taken out by Henry Fourdrinier. This was soon followed by Mr. Dickinson's patent of June 30, 1807, for machinery for cutting and planing paper thus made. Fourdrinier's patent for the paper machine, which still bears his name, was taken out in the same year; and it was about this time that Mr. Dickinson (whose death has been recently announced) commenced his career as a paper manufacturer by the purchase of Apsley Mill, near Hemel Hempstead, to which, in the course of time, four other mills in Hertfordshire were added, two of them constructed, and the water-power for them created, under his own superintendence. It was in 1807, before the commencement of the Peninsular campaign, that he invented a new cannon-cartridge paper, made by mixing together linen and woollen rags in certain proportions, so that after the explosion, it was prevented from retaining sparks of fire. In 1809 he patented machinery for the manufacture of paper by means of an ingeniously constructed cylinder of brass, covered with wire gauze and connected with an air-pump—a form of machine which still remains in use. This was followed by other patents for the manufacture of finely-faced copper-plate paper by a sort of veneering process, and for a machine to cut cards, both of which were successful inventions, and the former especially tended much to increase his reputation. In 1829 he invented the process of introducing coloured threads into the body of paper at the instant of its manufacture, which was again improved on in 1839. This preservative against forgery will have been noticed by holders of Exchequer bills, and many of us will remember it in the stamped envelopes which were issued by Government after the adoption of the penny postage system, in the introduction of which Mr. Dickinson had taken great interest. In 1832 we find him again patenting a knotted or strainer for cleaning pulp from impurities; and two years later applying magnets for the removal of any portion of iron that may happen to be in the pulp, and thus preventing iron-mould in the paper.

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DRY WE For Sale of... Station, BRNJ.
A BARG CHEAP... long. Never was... etley street.

more.

Our city contemporary says: The Dominion Telegraph Company having, in its desperation, secured an organ in our city contemporary, actually furnishes it with despatches from Ottawa, although its line is not extended further than Toronto. Who can beat that, as a feat of telegraphy?

To the above question we answer, nobody. By the use of the Dominion Telegraph lines we get Ottawa news twelve hours in advance of the Spec. That's what's the matter; and it is perfectly satisfactory to us and to our innumerable readers, if not to our neighbor and its few subscribers. We may also remark that we advocated the new enterprise from its first introduction to public notice till now, believing a new telegraph line to be an absolute necessity to the Province. The Spec. also advocated it as well as we; but suddenly turned short round and began to oppose it. But these short turns constitute one of the normal features of the Spec. It once commenced to expose the brewery frauds in Waterloo, and that with great force and energy; but it suddenly turned round, as it has done with the Dominion Telegraph enterprise, and took the opposite course—defending them. Why, we shall not pretend to say; but not long afterwards, the President of the Brewers' Association issued a circular, calling upon the members of that body to add five dollars a year to their usual contribution, to compensate a gentleman connected with the Spec. for his Parliamentary services in their behalf.

It formerly denounced, in unmeasured and bitter language, without regard to truth, the management of the Great Western Railway, and then turned suddenly round and became its warmest eulogist. It at one time within a year, denounced John Bright and Gladstone, while it lauded to the skies Disraeli and other Tory leaders; but in a short time after it was found pronouncing panegyrics upon Bright and Gladstone, and anathematizing Disraeli and his friends. For a time it was high Tory in its professions, next mongrel, and then actually pretending to be Reform in its teachings, and becoming the organ of John Sandfield Macdonald's hybrid Government. We admire consistency, especially as illustrated in the management of the Spec. It may sometimes be difficult to say which side it does espouse; but having discovered that we are quite safe to conclude it will soon be on the other.

We shall not assume to assign the reasons for the zig-zag policy of the Spec.; but uncharitable people ascribe it to an instinctive scent for the dimes. Probably it is all patriotism and a genuine regard for the public good.

COMMUNICATIONS.

DOMINION TELEGRAPH COMPANY.

(To the Editor of the Globe.)

SIR,—There are a few points connected with the present fierce controversy about this undertaking, that require a little discussion; and as you have published several articles on the subject, no doubt the public would like to have a little more information. This I do not propose to furnish myself, but to ask from the Directors; and as one of the original subscribers who has hitherto had confidence in them, I think I am entitled to ask for it. Firstly, amid so many and so diverse opinions about the cost of a good telegraph line thoroughly equipped, including all the preliminary expenses, we might expect our Directors to discover from outside sources the actual facts of the case, and lay them before the public. On the one hand we are asked to believe that the lines lately built in the United States have cost from \$300 to \$450 per mile, (see 'Dominion Telegrapher'), whilst the opponents of the Company confidently affirm that the outside figure should be \$125, and that Mr. Reeve would make more than \$200,000 out of the operation. If this is not the case, then I think the Directors owe it to us, the shareholders, who are to the public who are asked to subscribe, to collect evidence from some other source than Mr. Reeve or Mr. Dwight, and make it known to us through your columns. Perhaps they could learn what the People's Telegraph Company in Quebec are going to pay for their line, as the contract for a portion has been already awarded. Secondly, if it should appear that Mr. Reeve will clear anything like so enormous a sum as \$200,000, would it not be advisable to try to get rid of him, and give out the rest of the line to tender? Ungrateful, do they say? We could afford to give him \$50,000 for his characters of connection, the value of which does not seem to be sufficiently recognized in the Trade Review articles. If that would not satisfy the man, I don't know what would. He could pay up all his debts in the States, and begin life anew with the remainder. Failing that, however, the shareholders might still be satisfied if they could be assured that the profits would pay fair dividends on the capital of \$500,000. Let us hear what the results of operation have been already between Toronto and Buffalo, and any other figures obtained from disinterested parties. Lastly, attention has been drawn to the alleged fact, that the mileage between Hamilton and Wellington Square has been unnecessarily increased, and the Spectator refuses to accept the future extension westwards as a sufficient reason for it. This is a point which I am most anxious to see cleared up as soon as possible. Believing, as I do, that the whole enterprise may yet be successful, if public confidence can be restored, but that at the same time this cannot be unless the Directors vouchsafe clearer and fuller information. I have written this letter to indicate to them just the doubts and difficulties that have arisen in the mind of

A SHAREHOLDER.

Hamilton, 25th March, 1869.

RUSSELL HOUSE,

Ottawa,

14 June 1869

No. of Room 19

M. D. Allan

To JAMES A. GOUIN, DR.

2 Days Board	<i>lunch</i>	\$	Cts.
Sundries		5	50
Washing			
Carriage			
Omnibus	<i>up & down</i>		50
Received payment,		\$	26 00
		<i>W. H. P. Jones</i>	

AUCTION SALE
OF
VALUABLE MILL SITE,
DISTILLERY, &c.

Will be sold by Public Auction, at VICTORIA HALL, in the TOWN OF COBOURG, Province of Ontario,

On WEDNESDAY, 9th JUNE, 1869,

At 12 o'clock, noon, that valuable property known as the

ONTARIO DISTILLERY,
Situate in the
TOWN OF COBOURG,

Province of Ontario, within a short distance of the Grand Trunk Railway station and commodious harbour of Cobourg, consisting of a large BRICK DISTILLERY, driven by water and 2 steam engines of about 40 horse-power each, and capable of mashing 500 bushels of grain per day; also a BRICK RECTIFYING HOUSE, with steam engine of 25 horse-power, and also a BRICK MALT HOUSE & KILN.

There are also on the premises large Granaries, Sheds for 300 head of cattle and Pens for 500 hogs, besides Stables, Ice Houses, &c.

The above Buildings are nearly new and in excellent order. The entire property on which these valuable buildings are situated, including the MILL Pond, comprises about 23 acres, through which the Ham Creek runs, giving about 8 feet head of water.

Laid to the extent of 75 acres additional, and immediately adjoining, can be had on reasonable terms, the soil of which, as well as that of the locality generally, is admirably adapted for the cultivation of the Sugar Beet, and this property might meet the requirements of persons disposed to engage in the manufacture of Sugar from that material; but the buildings could easily be made available for almost any manufacturing purpose; the Corporation of the Town of Cobourg having lately passed a by-law exempting from local taxation for 5 years several descriptions of Factories.

Terms—One-half Cash, balance in three annual instalments, with interest at 7 per cent.

There will be a Reserved Bid.

For full particulars as to title, &c. apply (if by letter post-paid) to the MANAGER BANK OF MONTREAL, Cobourg, Ont, or the undersigned,

A. J. VAN INGEN & Co.,
Auctioneers, &c.,
Cobourg, Ont.

MANUFACTURED BY

The Consolidated Bank.

At a meeting of the Consolidated Bank shareholders, at Montreal, on Wednesday, the Chairman, in reply to a question read the following list to show where the shareholders' money had gone:—

TORONTO.	
Campbell & Cassels	\$ 30,498
Toronto Fuel Co.	28,600
Galbraith, Christie & Co.	69,193
Turner & Co.	77,696
Credit Valley Co.	106,456
A. Shanly	20,900
MONTREAL.	
Furniss & Co.	\$123,325
W. H. Riley	65,000
Ascher & Co.	501,839
Beatty & Co.	34,843
Fish, Shephard & Co.	120,354
Davidson & Co.	64,322
A. Davidson	23,000
Keitask	75,301
Coultz, Raynor & Co.	23,685
Wm. Ebb	45,000
Cowper	72,000
Forsyth	48,000

Mrs. Hollis—With all those losses in Montreal, Sir Francis Hincks was found guilty one day and allowed to walk out the next day.

Mr. Morgan—He is now, I am told, buying a property worth ten thousand dollars.

The Chairman remonstrated, and asked if Mrs. Hollis could not understand the effect of having an unfaithful servant. (Cries of disapproval and doubt.)

Miss McDougall then called upon Mr. Campbell, the General Manager, to state what he had been doing since last fall for the shareholders.

Mr. Campbell said he had been working very hard. (Laughter.)

Miss McDougall thought Mr. Campbell did not look her straight in the face like an honest man should.

Interruptions now became frequent.

One of the ladies suggested that a movement be made to bring Mr. Rennie back, and have him tried for fraudulently using the names of the directors to the syndicate which originated only in his own brain, as stated by Mr. Rankin.

Miss McDougall was glad to have evidence that he had any brains. (Laughter.)

Ex-Governor Macdonald will be the liquidator for the creditors of the bank. Mr. W. W. Ogilvie is the Government's liquidator, and the shareholders have elected Mr. Robert Moat, E. J. Barbeau, and Mr. Ogilvie.

"Narcany" 11th June 1860

MONTREAL, Dec. 20.

Formal meeting of the members of the City Council it was decided to give a dinner to His Worship the Mayor in January next.

At a meeting of the Board of Directors of La Banque Jacques Cartier, Mr. Romual Trudreau was elected President, and Mr. Chas. S. Rodier, jun., Vice-President.

During Saturday night a severe snow storm prevailed over the city and the neighbourhood. A great depth of snow fell and a high wind drifted it in some places so as to make it difficult for congregations to reach their churches. During all Sunday the wind continued to increase the drifts, though little or no additional snow fell.

Saturday Phillip Brunette, conductor, and Henri Messier, brakeman, were arrested on the charge of breaking into an express company and stealing therefrom. The robbery, it is stated, is a very extensive one, and the articles taken were principally jewellery.

In the case of G. L. Rolland vs. North British Mercantile Ins. Co., a motion has been made by the Department for a new trial, considering that there was misdirection of the Jury in matters material, and considering the verdict to be contrary to the evidence, upon points of law and value, and considering, further, some of the findings defective and unclear—for instance, the 9th and 14th finding—the Court has granted the defendant's motion.

There is said to be much dissension among the English Cathedral congregation in consequence of the recent action forcing Canon Loosmore to resign. A considerable number of the oldest members of the Church, and a portion of the choir have left, and taken seats in the Church of St. James the Apostle, and elsewhere. It is reported, indeed, that the latter Church may retain Canon Loosmore to assist the Rev. Mr. Elligood, who has lately been very successful in establishing extra choral services. It having been announced that Canon Loosmore would preach at this service yesterday afternoon, and this, perhaps, being his last sermon in the city, his friends turned out in great strength, and the whole Church was packed by a highly respectable congregation. The Rev. Canon alluded in touching terms to an affecting coincidence which he had recalled since entering the building, namely: That on that day, 14 years ago he had been ordained in New Brunswick, and accompanied to a back settlement by Rev. Mr. Elligood, pastor of this Church to assist him in administering his first Communion.

The circumstances of the robbery of watches from a Grand Trunk car are as follows: Mr. Robt. Wilkes, wholesale jeweller, Toronto and Montreal, imported in July last, from Switzerland, via Liverpool and Allan line of steamships, to Montreal, a case containing a number of gold and silver watches, which were transhipped in bond, and forwarded to Toronto early in August. Mr. Wilkes received the package, and found it had been opened, the tin lining out, and twenty-one gold and three silver watches stolen on while on transit. Mr. Wilkes made a claim for the value of the missing watches against the Grand Trunk. The latter repudiated the liability, and at a meeting in Montreal with Mr. Allan and Mr. Brydges, Mr. Wilkes again pressed his claims; but Mr. Brydges persisted in denying the liability, on the ground that the robbery might have been committed before the package was received by the railway. While arrangements had been made to sue the latter the perpetrators of the theft were discovered through Detective Cullen, coming on some of the watches in the hands of pawn-brokers and others, and suspicion pointed to one of the brakemen and the conductor, accompanied by Mr. Luttermal, station agent, Detectives Cullen and Lafon, visited Brunettes, the conductor's house in his absence, and told his wife that her husband was arrested and that she was to give up whatever watches were in the house. She finally tore a plank from the flooring, and handed out a tin can and six gold watches. The officers, on going to the house of Messier, the brakeman, adopted a similar ruse with him, and displaying the six watches, told that Brunette had split on him. Afterwards Messier confessed to the robbery, but said he only got two of the watches, and that the conductor was leader in the robbery. Both were that afternoon lodged in the Police Station, and to-day they were remanded for further examination. Detectives have recovered in all nine gold and two silver watches. They have also learned where several others are to be found. The value of the watches stolen amount to about \$800.

The Caldwell extradition case is still going on. The evidence taken is that of Alexander Mercer, Wm. Dart and J. Karn. Lawyers from the States were permitted to cross-examine on behalf of the prisoner.

E OAK LUMBER

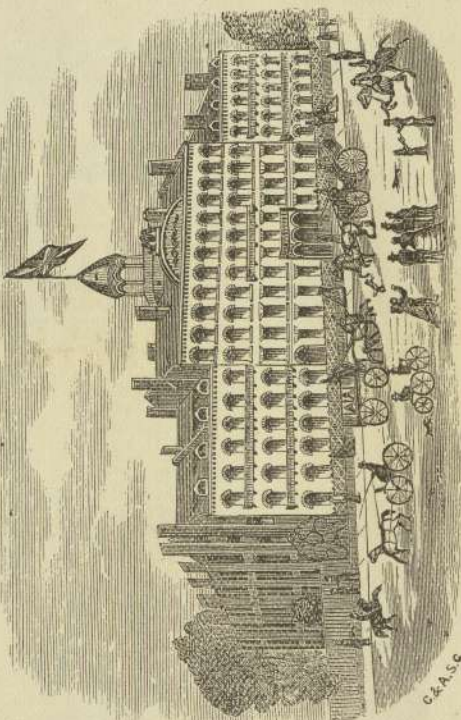
Quality excellent A mill which is at Wellington Square E.E. Wellington Square.

IN---FOR SALE

Iron Smoke-Stack, eighty feet high. Apply, Soho Foundry, Bev.

1869

THE QUEEN'S HOTEL.



THOMAS DICK, Proprietor.

MANAGERS.

THOMAS MCGAW,
MARK H. IRISH,

11th Dec 1871
Toronto,
Allan

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Dry and Tared Sheathing Paper, Coal Tar, Roofing Pitch, Mineral Paint, Asphalt Varnish, Etc.

Roofing Brushes, Swedes Iron Nails (galvanized and plain), Roof Paint, and general Roofers' Sundries.

E. H. MARTIN & CO.,
ROOFING MATERIALS,
70 MAIDEN LANE AND 9 LIBERTY STREET, NEW YORK.

ASPHALTE ROOFING FELT.

The Felt is made of flax and hemp, carded together until such a fibre is formed as will absorb a sufficient quantity of Asphaltum to give a perfect foundation of a roof. This may be thoroughly tested by placing the Felt in water, and allowing it to remain there awhile. When taken out and examined, it will be observed that the texture of the Felt is not in any way injured.

When coated with the Prepared Roof Coating, the Felt is not affected by change of temperature, and, being non-conducting in its properties, resists alike heat from the sun and cold from frost and snow.

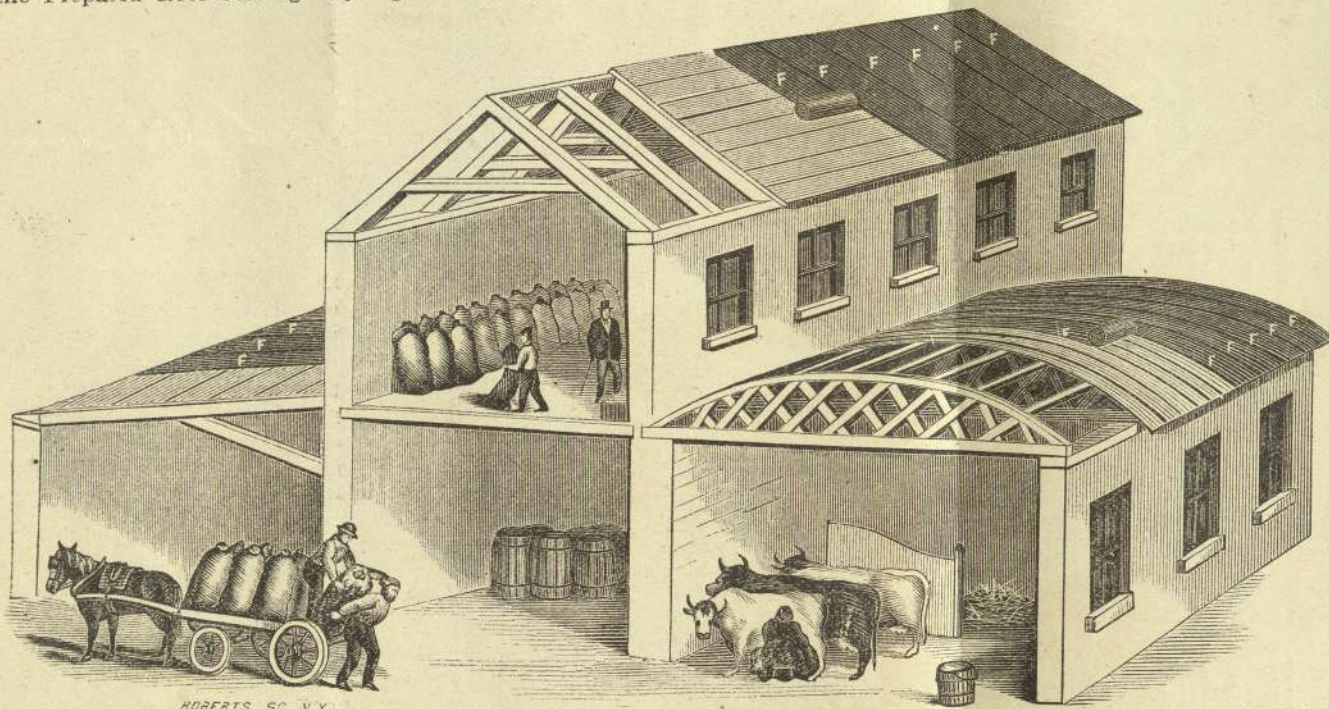
It is made in rolls 25 yards long, 32 inches wide, equal to 200 square feet, and is put up for shipment in cases of 4 rolls, each case weighing about 375 pounds, and containing 8 squares of roofing.

DIRECTIONS FOR APPLYING THE PATENT ASPHALTE ROOFING FELT
TO DWELLING HOUSES OR OTHER PERMANENT BUILDINGS.

All sharp edges of the boarding or rafters should be taken off, so as to form an even surface for the Felt to rest upon. Do not tar, pitch, or apply any adhesive mixture to the boards on which the felt is to be laid. Old wooden roofs that have been previously tarred should have a coating of whitewash before the Felt is laid on.

The Felt can be laid from gable to gable, or across the roof from eave to ridge. It is essential that it should be stretched tight and smooth, overlapping from 1 to 2 inches at the joinings, and closely nailing through the overlap with 24-oz. roofing tacks 1½ inches apart.

The gutters must be of two layers of Felt, one over the other, cemented together with the boiling mixture, and then coated and sanded. When the Felt has been nailed to the boards, it is absolutely necessary, to complete the roof, to give a good thick coat of the Prepared Roof Coating—say 3 gallons to the square of 100 feet.



This Design shows the MOST DESIRABLE FORM FOR ROOFS to be covered with the PATENT ASPHALTE ROOFING FELT. The Letter F represents the Felt on the Roof.

Prepared Roof Coating.



We have taken great pains to manufacture for the Asphalt Roofing Felt our Prepared Coating, which has a combination of such materials as are necessary to stand the action of the severe winter and the intense heat of our summer climate. A coating to be durable must have a stout body as well as great elasticity, and hence the Prepared Coating will be found too thick to run freely from the bunghole of the barrel; it is therefore advisable to remove the head, stir the contents thoroughly from the bottom, and if necessary heat until it spreads with ease.

The Coating must be laid on with a brush, and immediately afterwards some coarse sharp sand sifted over it, as much as it will absorb.

It is important that the day should be dry "and the Felt perfectly so" when the Prepared Roof Coating is applied. A second coat, after the first has thoroughly dried, will ensure a perfect roof for many years.

RATES OF POSTAGE.

ON LETTERS, PER HALF OUNCE.

Canada and P. Edward Island, if prepaid 3 cents, if unpaid 5 cents.
United States, if prepaid 6 cts., if unpaid 10 cts.
Great Britain and Ireland, by Canadian Packet, 12½ cents.
Do. do. by New York do., 15 cents.
Newfoundland, 12½ cents—must be prepaid.
British Columbia and Vancouver's Island, 10 cts. must be prepaid.
Red River, 6 cents—must be prepaid.

ON NEWSPAPERS.

Transient Newspapers, 2 cents each—must be prepaid.
Printed and published in Canada, and posted from office of publication, if paid quarterly in advance, Daily 30 cents, Tri-Weekly 15 cents, Bi-Weekly 10 cents, Weekly 5 cts. per quarter; if unpaid, 1 cent will be charged on delivery.

PERIODICALS.

To any part of Canada, P. Edward Island, Newfoundland, or the United States, 1 cent per 4 ozs., prepaid. To United Kingdom, per Canadian packet, 2 cents each, prepaid; weighing less than 1 oz., put up singly, ½ cent each, prepaid.

BOOKS, CIRCULARS, PAMPHLETS, &c.

To any place in Canada, P. E. Island, Newfoundland, or the United States, 1 cent per oz., prepaid.
Book-packets to the United Kingdom, 4 ozs. 7 cts., 8 ozs. 12½ cts., 12 ozs. 19 cts., 16 ozs. 25 cts., and so on.

PARCEL POST.

Not to exceed 4 lb., to any part of Canada, 8 ozs. 12½ cts., 1 lb. 25 cts., and so on, 12½ cts. per 8 ozs.

LAW TERMS.

Hilary, 1st Monday in February to Saturday of ensuing week.

Easter, 3rd Monday in May to Saturday of 2nd week thereafter.

Michaelmas, 3rd Monday in November to Saturday of 2nd week thereafter.

County Courts.—Sittings for the trials of issues in fact and assessments of damages commence on the Second Tuesday in March, June, September, and December.

Assizes.—Courts of Assize and Nisi Prius are held twice a year in every county or union of counties in Ontario, between Hilary and Easter Terms, and between Trinity and Michaelmas Terms, except the County of York and the City of Toronto, where there are held three in each year, those in the County commencing on Thursday next after the Municipal elections in January, the Second Monday in April, and the Second Monday in October in each year. The City Assizes at such times as the judges appoint.

Long Vacation from 1st July to 21st August.

TABLE OF STAMP DUTIES.

Stamps required on Notes, Drafts, or Bills of Exchange, executed singly:

For \$25 and under, 1 cent.
" \$50 and over \$25, 2 "
" \$100 and over \$50, 3 "
" each additional \$100 3 "
" " " fraction of \$100 3 "

On Drafts or Bills of Exchange in duplicate:

For \$100 2 cents.
" each additional \$100 2 "
" " " fraction of \$100 2 "

On Drafts or Bills of Exchange in more parts than two:

For \$100 1 cent.
" each additional \$100 1 "
" " " fraction of \$100 1 "

Interest made payable at the maturity of any Bill, &c., shall be counted as part of the principal sum.

Stamps must be cancelled at the time of affixing the same, by writing or stamping thereon the date.

The stamps for Notes, &c., to be affixed by the maker or drawer; and in case of any Draft or Bill of Exchange drawn out of this Province, by the acceptor or first indorser.

BANK HOLIDAYS.

ONTARIO.—New Year's Day; Ash Wednesday; Good Friday; Easter Monday; Queen's Birth Day; Christmas Day.

QUEBEC.—New Year's Day; Epiphany; Annunciation; Good Friday; Ascension; Corpus Christi; St. Peter's; St. Paul's; All Saints; Conception; Christmas and Queen's Birth Day; also, any day appointed by Proclamation for a General Fast or Thanksgiving.

LIST OF SUNDAYS IN 1869.

January,.....	3	10	17	24	31
February,.....	7	14	21	28	
March,.....	7	14	21	28	
April,.....	4	11	18	25	
May,.....	2	9	16	23	30
June,.....	6	13	20	27	
July,.....	4	11	18	25	
August,.....	1	8	15	22	29
September,.....	5	12	19	26	
October,.....	3	10	17	24	31
November,.....	7	14	21	28	
December,.....	5	12	19	26	

January.

FRIDAY, 1.

1869.

This is a very stormy morning the wind drifting the snow most furiously. There was a fire during the morning John Harris Bakery and store house was completely gutted between 4 & 5 this morning.

SATURDAY, 2.

This has been a day of snow with very little interruption, went up to the Foundry for the purpose of ascertaining, if a heading jointer could be made to joint the staves for Rectifiers tubs Jan 8^c

In the afternoon attended William Wilson's Funeral, it snowed all the time, and is now very deep, in some places where it has been drifting, The water for the Mill is in good supply, and I am going steady

January.

MONDAY, 4.

1869.

cast

TUESDAY, 5.

WEDNESDAY, 6.

January.

THURSDAY, 7.

1869.

I returned from Toronto this forenoon, weather mild, the sleighing mostly gone, The beam across the lower still that steadies the copper pipe broke to day and had to secure it as follows,

FRIDAY, 8.

This has been a raw cold day, and more frost than yesterday,

Some snow fell this evening

SATURDAY, 9.

This has been a fine day, but little or no sleighing except on the road sides, I went down to Galt this morning to see what progress Goldie & McCullough are making in the construction of the New Boiler & the Engine, I found that the boiler was well advanced, and so far good workmanship, and the New Cylinder is bored and ready for fitting on.

January.

MONDAY, 11.

1869.

This morning opened fine, have got an additional carpenter on to the filters, (Aulden) who is preparing all the bottoms. This is the anniversary of my Birth day.

The water is holding out well, we are grinding all night now.

TUESDAY, 12.

More frosty this morning, but rather too fine having no sleighing, but the waggoning on the gravelled roads is quite smooth.

Funeral of ~~George~~ David Armstrong, James's son, he had been married little more than 3 months, will grind to night again, plenty of water.

WEDNESDAY, 13.

This has been a mild day, plenty of water, both for the mill and for sawing wood &c.

There is no appearance of more snow yet and the roads are all very bare.

We are getting on very well now with the filtering vessels.

William went of this afternoon in the Buggy to Erin Phillips Acton Georgetown &c, grinding to night again.

January.

THURSDAY, 14.

1869.

This has been a mild day, and more like an April day than July, Began to grind the middlings yesterday at noon, and have been at it all day. The matting is going on very well in this mild weather. I have decided on a tender for sawing the wood.

FRIDAY, 15.

Quite mild to day also, water holding out

Bob came back from Philadelphia

SATURDAY, 16.

This has been rather a colder and rawer day, yet the water is still good,

January.

MONDAY, 18.

1869.

This has been dark heavy morning, and also the forenoon, with snow flakes flying the most of the day, though not enough to make any good sleighing. David Brown began this morning as fireman in the Distillery. I have just heard from Toronto that the still is ready.

TUESDAY, 19.

Fine morning but no snow of any account although it looked much like it. I went down to Toronto this morning and saw Martin & Son and ordered a six horse power engine for Rectifying house, examined pipes at Leys - ordered some of the locks at Morrison to be chased for wood, was informed that the flat copper still was shipped yesterday.

WEDNESDAY, 20.

Dull morning with some snow flakes falling. I went up to Berlin and to Waterloo to enquire about stove casts, and saw some that were very well made, and to hold from 12 to 16 Bbls. each, all made of Zinc stuff, I returned at 3 p.m. and found the still at this station and got it down with the worm all safe, got an alarm about Johnny Heig in both having been run over by the wheel of a light wagon loaded with some light lumber but fortunately no bones were broken.

16
32
32
48
512

a Boiler maker worked 1/2 day.

^{Thos Butler}
~~The foreman~~ boiler maker came down & worked all day

FRIDAY, 22.

Fine bright day but cold, and the roads exceedingly hard & good, a considerable number of teams are now coming in with wheat, seeing that the sleighing should snow come will not likely last long enough to enable them to take out their grain in time
 the waggoning is splendid

Boiler Maker, with 1 man ~~and~~ was at work from 9 am to ~~3~~ ^{1/2 past 4} P.M.

SATURDAY, 23.

Boiler maker, with 1 man & a boy was at work from 7 a.m. till 3, 45 P.M.

January.

MONDAY, 25.

1869.

Very cold this morning below zero but did not look till about 8 o'clock when it was about 2 degrees above that, I have taken a bad cold this morning & am quite hoarse

Boiler A holdover man & a boy during the forenoon only did very little

TUESDAY, 26.

This was another cold morning, the wind very sharp and has continued so all day
Have got 2 men to work at the cattle shed or Byre to fit up the stalls &

No person came to work at the Boiler to day

WEDNESDAY, 27.

Cold and windy to day, yet fine clear weather and the roads hard and smooth
A great many loads of wheat in to day, we took in over 2,100 Bushels.

to day at 1 o'clock the Boiler maker 2 men and a boy came

January.

THURSDAY, 28.

1869.

This is quite a mild morning, and heavy looking as if there was going to be a fall of rain or snow

A good many teams in with wheat to day but as many as yesterday

The Boiler maker 2 men & a boy all day

FRIDAY, 29.

SATURDAY, 30.

TUESDAY, 2.

Lydia Anderson came back to day and entered into the charge of the old House as House-keeper & a \$6 for month, and a girl to help her, Mrs Colman left

WEDNESDAY, 3.

The snow is very deep this morning, there having been a continued fall all night. I was very much dissapointed at finding that the foreman boiler maker had done nothing last night, they have been working all day cutting of the old rivets heads so as to get the holes for the new ones, and now have promised them a reward if they work all this night

February.

THURSDAY, 4.

1869.

The boiler-makers only got the boiler finished this morning about 6 o'clock & handed them the reward of a dollar to each of the 3 men if they got done by that time.

The 2 masons got done with the building up of the brick work by 1/2 past 4.

We have also found that the rivets in front of the Mill boiler are not tight.

FRIDAY, 5.

SATURDAY, 6.

February.

MONDAY, 8.

1869.

Moderate weather, began to day to take the Engine apart

TUESDAY, 9.

This has been a very mild day, and has made considerable impression on the sleighing, making it very bare in some places. I attended as a Pall bearer at Mr. Websters funeral, left the house at 12 noon for the Union Cemetery, a great quantity of Wheat in the market to day

WEDNESDAY, 10.

This is a fine mild morning but no thaw as yet. Began to day to make a large tressel to left the Boiler with, The Cattle shed is finished to day

February.

THURSDAY, 11.

1869.

FRIDAY, 12.

Very mild and stoppy roads

got the boiler about up on the bridge to night

SATURDAY, 13.

Quite mild and splended weather for hoisting the boiler

Meeting of Creditors of John McLean at 10 O'clock
at Gathers Office,

have got the boiler accross the bridge and on the
road opposite the Blacksmith shop, on the carriage with
3 inch planks for a tramway and going well,

February.

MONDAY, 15.

1869.

This was a mild day throughout, and we got on very well with the Boiler, having got it down the hill and halfway into the boiler house.

Yesterday was a stormy day snow & drift, but not so hard as during Saturday night, in which a considerable quantity of snow fell which was packed quite hard.

Rev^d Principal Snowgrass & Rev^d Mr. Mackerras addressed the meeting in St. Andrew's Church this evening.

TUESDAY, 16.

This is another mild morning and snowing a little.

I had prepared to leave by the Great Western for Brantford this morning, but got out too late for the train and had to go by way of Stratford.

The ^X engine frame, shaft and connecting rods &c were sent down to Galt this morning on a sleigh and will try if the boiler could also be brought up from there by a similar conveyance and save the carriage to & from the cars which is more than half the labour.

WEDNESDAY, 17.

This was quite a snowy morning at Brantford and left there this morning and got home at 1/2 past 12 noon, the snow & sleet has been general, and has continued more or less all the afternoon.

X should be here as this was the day it was sent down.

February.

THURSDAY, 18.

1869.

FRIDAY, 19.

Mr Vincent got

SATURDAY, 20.

Fine mild weather

February.

MONDAY, 22.

1869.

This is a fine morning after the heavy fall of snow we had ^{all} yesterday. We got down the Car with the tubs and casks &c from Brautford, to the Station above and had them all taken down and put into the shed, in the evening the sky was clear and beautiful yet many predicted ~~a~~ coming storm of some kind.

I got the boiler set down in its place and reefs in the wall made for the small fly wheel

William and (John Faulkner the man) started with the horse and cutter for upper Townships

Mr Vincent went to Suncoe on his own business

TUESDAY, 23.

We have had a very stormy night, and this morning completely inundated with snow, and continued falling and blowing all the forenoon that the 11 o'clock train with 2 Engines ahead did not arrive till $\frac{1}{2}$ past One, and only one freight train went down & no passenger train for the East as yet $\frac{1}{2}$ past 5.

WEDNESDAY, 24.

This is of any thing a better day
have been making holes through the walls for pipes &c
and have got the smoke pipe for the boiler into the
Chimney, and putting the water cisterns up in
the garret

FRIDAY, 26.

A good deal of Snow has fallen through the last
night and through the day, at it clear and fine
and then dull and heavy

Had a telegram from William this forenoon from Owen Sound
and about to start for Durham

I got a man down
from Ingle's this morning but sent him back to repair
the heater and then come back, which he did (Robt. Hiam)

Am hewing the Rock for seats for frame of
the little Engine.

Renewed Church note, with J^r. Massie
for another 3 mo's to day. Rec^d Gold draft from Halifax for \$998.

To day. Gibson and Jamison, at Pump gearing In^r. W^r. Wiswell
at the foundation of Engine, A. McDonald & at the cisterns, and
Riddel fixing pipes to Boiler

SATURDAY, 27.

This has been a very cold day, a sharp keen wind
blowing from the N^W, have got the water cisterns
in their places in the garret and connected with a 3 inch
pipe

The snow being so abundant makes good sleighing
though rather deep. Things in the firewood teams very fast
that I now refuse to take away more new lots, but only from
those who have not filled their contracts as yet.

William was at Mount Forest at 5 this P.M. and cannot
be home till tomorrow forenoon.

March.

MONDAY, 1.

1869.

This has been a much colder day than yesterday but towards evening it got calm.

William got home yesterday at 1 O'clock.

We got the sleepers down for the Engine foundation properly bedded to the Rock and then 3 bolts of $\frac{3}{8}$ square iron driven down 9 inches into the stone, drilled first bore

Gibson got drunk this afternoon and unfit for work.

Attended the funeral of Alex^r White's daughter, who died near N. York

TUESDAY, 2.

This has not been a cold day about 20° in the morning the sun shone out fine about noon, so I took Mother out a short distance on the York Road,

getting on but slowly to day, but fitting up the Brantford rectifiers the one above the other, I intend to go to Galt in the morning,

WEDNESDAY, 3.

I went down to Galt in the morning, and returned at noon, the weather was pleasant, I went to Godie & McCulloughs and examined the Boiler which has every appearance of being a good job, and they fully expect to have it ready to be brought up in 10 days, I got a young man up with me to fit up the water pipes through the Distillery his name is William Herriot

FRIDAY, 5.

It was very cold last night and the logs of the old Priory cracked loud and sharp like a gun shot. The thermometer at 7 stood at 15° below zero in an hour before that the gardner noted 16° below, fortunately it was very calm during the day otherwise it would have been desperate cold. We are making very good progress with the pipes, and also the small Engine

SATURDAY, 6.

This is a very stormy cold morning, and yet the thermometer does not indicate more than 10° above zero but the wind is keen and sharp from the North with occasional showers of snow.

We are obliged to rehook the Brautford rectifiers as the bottom ones were altogether too thin and rotten

Rather a cold day

TUESDAY, 9.

This is quite a mild morning

I started for the Preston Tinning and flax works of Elliot & Co. and where they made seamless Bags ropes & also linseed oil, all on a large scale and every thing of the best construction and latest improvement but from want of sufficient demand the works were a losing concern and were shut up in toto last year and now a large part of the Machinery is being shipped in boxes, to Stevens Linnen Works, Webster Mass.

All the shafting of the Mill is of one uniform size viz $2\frac{3}{8}$ " diam all turned from end to end & hung with splended screw hangers, the whole is heated by coils of iron pipes, lighted by gas, and water carried to all the flats in pipes with hydrants & hose at different places

William went to Toronto & returned to day

WEDNESDAY, 10.

This is a very different kind of day from ^{what} yesterday was the snow is falling thick and constant, and as the wind is not strong the snow falls very equal, very few teams are coming to town

George Booth was here this afternoon and got the measure of the copper pipes &c yet wanting, I sold him the old copper of former Mash tun at 23¢ a lb

March.

THURSDAY, 11.

1869.

This is a mild calm day, yet no thaw, and plenty of work in shovelling snow to make roads.

FRIDAY, 12.

This has been another snowy day, yet not any drifting Peter Edington here for his sisters

Edmund Ritchie, Post Master of Hamilton, died this afternoon 62 years past, he was born in Wales, March 2^d 1807.

SATURDAY, 13.

Fine clear calm morning and moderate frost
Rec^d from Bond 2 pipes 10ft. 2. and 14 d^o. about 13 feet at same price as last (he will charge for a 2 inch cock \$2.60,

Evat & Angles To returned to them 1 bar angle iron wt. 149 lbs

March.

MONDAY, 15.

1869.

Cold blustering morning

TUESDAY, 16.

This was a very cold morning, and the walls of the log house were chacking again, the Mercury stood at 11 below zero, and about 9 o'clock it had got up to 20 above,

I told Robert Haines not to come tomorrow till more work was ready for him

WEDNESDAY, 17.

This has not been such a cold day as yesterday, fine and clear, This is Easter fat-Cattle show day, and was largely attended a vast number of cattle were brought in, I never saw finer and 2 especially from Esquimaux were large & fat. The copper smiths made a beginning this morning, G Booth went off in the afternoon train to Toronto & left a journeyman and a boy at work. I have begun to take out the tuns from the cellar below for charger & receive.

Had a short interview with Mr Bridges this morning regarding

Mrs Towse returned to day from Peters

March.

THURSDAY, 18.

1869.

Fine clear morning. glass stood at 6 below Zero at 11^h 7.
I have got one Receiver set up this evening and
one hoop on.

William accompanied his wife as far as Galt on
her way to Hamilton this afternoon.

Mr Romaine drew my attention to the smallness of
my yealds, & which is attributed to the large quantity of fine
corn meal sifted out of it, and also of using none
but boground middlings, But to test the matter so as
to find out whether the fault lies there or in the inferiority
of the Yeast I shall next week try the pure corn and
rich middlings,

FRIDAY, 19.

The weather has been some milder to day.
with an occasional shower of snow, have got the
first large tun finished as a charger, and getting 2
more emptied for staking down.

I made up my mind to let William Harriot
from Galt go home as all the work is done that
I required him to do, so he left by the afternoon Train

It has snowed a good deal this afternoon
and this evening quite heavy.

at 7^{am} Temp 16° above Zero.

SATURDAY, 20.

A cold wind blowing and not at all an agreeable day

at $\frac{1}{4}$ past 6 o'clock the Thermometer stood at 5° above zero and at 7 it was 13° .

TUESDAY, 23.

Fine mild weather the snow melting very gradually away yet there is plenty left for good sleighing the roads slushy in parts

am making preparations to raise the large receiver in the Rectifying room overhead at least 18 inches so as to be high enough to charge the small rectifier,

Henry Booth, began for the first to work at making the joint for the column of the little still, which on their contract work for about $\frac{1}{2}$ the day, the rest of it at pipes to connect the old with the new distillery

WEDNESDAY, 24.

This is a fine morning and the roads quite slushy in many places

Have removed the tie beams wider apart to let the receiver be raised

Henry Booth has worked all day at the pipes for the old distillery, and the two young men at the new,

March.

THURSDAY, 25.

1869.

This morning was raisey, and a thick mist hung over the ground for most of the forenoon, the snow is melting pretty fast. Have got men at work clearing away the snow, also the ice &c behind the flood gates.

The journeyman copper smith, David Startup quit work at noon, and went to Toronto,

FRIDAY, 26.

This morning was quite wet, and a thick mist hung over the ground for most of the forenoon, The snow continues to melt fast. Have got men still working at the flood gates.

Locomotive boilers, it is reported, can be kept free from scale by introducing about once in three months twelve pounds of zinc in half ounce pieces. The zinc is said to dissolve and cover the inner surface of the flues with a thin coating.

SATURDAY, 27.

Quite a mild morning, and looks as if it had rained during the night. The thaw continued all day, and no rain, yet the streets all over were running down in great streams like little rivers. Booth got the new copper pipe from the pump to the old receiver in the Rectifying ~~house~~ room in the old distillery finished to night.

March.

MONDAY, 29.

1869.

Still thawing and the water is now flowing over the dam, it looks something like rain this morning and should that come on the rise will be rapid,

I am now in doubt whether to take up the erection at the end of the Bridge for lowering the new boiler or to let it stand in the river and load it heavily with stones, There was only Gibson working at the new tank today the rest were at other work.

TUESDAY, 30.

Thawing fast yet and the water in the river is rising pretty fast, there has been a slight drizzle of rain during the forenoon. This afternoon has been inclined to wet and thickish like mist,

Stevens has built in the chimney and also the fly wheel today

WEDNESDAY, 31.

Quite a change in the weather to frost this morning there is more water in the river this morning

Stevens at the furnace of Boiler this morning.

April.

THURSDAY, 1.

1869.

FRIDAY, 2.

Hard frost this morning, with a coat of ^{new} snow
on the ground.

Dr Henry Orton was interred in the Guelph Cemetery this
afternoon he died in Ferris on Tuesday the 30th March aged 67
he came from Nottinghamshire to this Town in 1835

SATURDAY, 3.

A cold and unpleasant day, a light coating
of snow had fallen. The new Boiler from Galt
was brought down to the station this afternoon,
and we took down the lighter parts of the Engine &

Have been trying all the rectifiers with
water as to tightness. Got 2000 Bushels of old corn
out of Robbins Store house

April.

MONDAY, 5.

1869.

Quite a cold morning and thought that the remaining snow would be of advantage in case I should take the New Boiler down on a sleigh but it went away while we were working at the Erection of the large trussel, and screw and got the Boiler swung in the chains by night

I weighed the last bundle of copper pipes that came by Express on last ~~is~~ found it to be 35 lbs a heavy bar of solder came too

TUESDAY, 6.

This has been a very fair day with somewhat of a cold wind, have got the Boiler on the truck and travelling on 3 inch oak planks laid flat on the ground & have got as far as ~~the~~ ^{some} white gate to night, and made fast to keep it from running down the Hill

The copper smith is getting pretty nearly done with his work

Had the Engineer Robt Hiam, down from Angus this afternoon

WEDNESDAY, 7.

The ground was pretty hard this morning, but as soon as the Sun got fairly up it soon softened, and became quite muddy. This was the Monthly Fair with the Boiler. Day and a large number of very fine fat cattle came in, have bought the remainder of the Corn in Romain's Storehouse in all about 6000 Bushels, William had to go down to Brackville this afternoon, at 3 o'clock

The case in Chancery of Wilson vs. Robertson for Backing water on Wilson's, the case was soon concluded, defendant in his written answer having admitted that the backing up took place in 1844 before he bought the Mills. He got the boiler along side of the Carding mill this evening. Robt Hiam have got the water in the New distillery this evening. Robt Hiam here all day

April.

THURSDAY, 8.

1869.

This has been a fine day, yet cold in the morning. Had a Telegram from William that he arrived in Brockville at 6 am all right. Broke part of the new pump this morning which detained us from filling the Boiler. Heard of the failure of Weir who exported so much silver.

broke part of the new pump to day, but got the Brassfounder to start his fire at once and cast one of brass.

FRIDAY, 9.

Heard frost this morning the ground is quite hard and dry, but as the day advanced all was deep mud, have got the Pump all right again and the water going over in large quantities. Hope to get the Steam up tomorrow if at all possible.

William returned from Brockville this evening and got things pretty much to his mind.

SATURDAY, 10.

April.

MONDAY, 12.

1869.

This is a fine morning, Mr Stevens began to build in the copper boiler $\frac{3}{4}$ of a day only, as the frame of the furnace was not ready for him,

TUESDAY, 13.

Mr Stevens got the copper built in & finished this evening

WEDNESDAY, 14.

We have had the Column Still tested to day with water and runs well

This has every appearance of being a fine day

We have been again trying the little Still the most of the day and cannot get it to work to please at all, and have resolved to put in a coil of pipe, and take out the inner copper bottom, the worth of which Mr ~~George~~ Booth thinks will cover the expense of the coil ^{expense}

And have telegraphed G. Booth to come up to see if he can propose any other plan
(these remarks belong to Wednesday 14th.)

John Baker, (son of Mary Burns or Dudgeon) began work today, having engaged him for a year, at \$120 & Board
Nat & Maggie gone to Toronto this afternoon.

FRIDAY, 16.

This is a very fine day, have braced up the Barley floor in the Malt house so as to carry the load of whisky that must be finished for Bonding this evening -

Mr George Booth came up to day at 10 O'clock but could not suggest any better plan than we thought of yesterday and recommends 4 turns of a coil

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 thus so we have this noon begun to take the bottoms apart.

Have also taken in 10 Bbls of whisky to charge the still tomorrow. (all these remarks belong to Thursday.)

This is a warm fine day Thermometer about 60°, the river is rising fast to day, busy getting the bottom out of still, also measuring contents of tuns in Rectifying House, Hung up the Hoop in Smoke house to day,

Nat & Maggie gone to Toronto this afternoon

SATURDAY, 17.

This has been a fine day though rather colder than yesterday, yet the water kept increasing in the rivers,

Sold 9 pigs to Sharp to day at \$8.50

The ice was broken up and went all over the Dam this forenoon

April.

MONDAY, 19.

1869.

This was a thickish foggy morning, and we had a dreadful night of Thunder & Lightning accompanied with heavy rain which must have melted the snow up the country very fast, for the water was very high early in the morning and kept rising much faster than I have ever known it, and far beyond the highest usual height, and great lots of stumps and trees came down and several of them stuck fast under the Bridge that we had to lift the Planking so as to get at the roots to cut them away so as to relieve them, But all to no effect, and about 11 o'clock the Dam gave way, but previous to that the Pig house was swept off. I had taken the precaution of loading the Engine Bridge with stones & it stood fast, the foundation of the Bath house was undermined and fell & a portion of the corner of the Distillery as well,

TUESDAY, 20.

Began this morning to construct a shield of planks and sunk it at the corner of the Distillery to prevent the strong current from cutting away any more of the wall, I have also begun to prepare a horse leaver to pump up the beer and water to run of the four tubs remaining

WEDNESDAY, 21.

This has been a cold, windy day and slight showers of sleet and snow fell but melted soon away

Wardlaw the Carpenter and his men have been very busy to day supporting ~~the~~ our Bridge by laying or projecting a long beam over each of the bridge beams and have chained them up and is getting long $1\frac{1}{2}$ in bolts to hold them together which will enable teams to pass when covered over with planks. it will make a rise on the roadway until the dam is rebuilt,

The inside scrole pipe for the copper came, also 5 pieces of Brass to bear it from the bottom, weighing each $7\frac{1}{2}$ lbs I have been informed that Armstrongs dam did actually go off yesterday afternoon at 5 o'clock

April.

THURSDAY, 22.

1869.

This has been a fine spring day, and the water in the river has fallen very considerable, and the great quantity of large stones gathered behind the dam are seen, horses have passed over the bridge to day,

FRIDAY, 23.

Fine day and have been collecting timber and planks all day that drifted down the river

We tried the Horse power this forenoon and found the speed far too slow, and resolved to change the pinion from the upright shaft on to the laying one, and the large one where it was so as to double the motion, and got it all ready to put in its place in the morning,

SATURDAY, 24.

This has been a fine day, and the water has fallen considerably, yet not low enough to commence the measurements &c of the Dam,

We got the Horse power to work very well to day and began to pump up the first charge about 1 o'clock and will get done by 10 this evening,

April.

MONDAY, 26.

1869.

Fine morning, went down to Toronto, to attend the meeting of Directors of the Dominion Telegraph Company, there was a tolerable full meeting

TUESDAY, 27.

Returned from Toronto this morning, went up for a few minutes to attend the ^{Sale} of Lands for Taxes, but the crowd was great and the bidding so brisk that I did not remain any time, there was a little rain during the day, and indications of more,

WEDNESDAY, 28.

April.

THURSDAY, 29.

1869.

FRIDAY, 30.

This has been a very fine day, and have got the water in the river covered very much by the removal of the stones formed into heaps, and the quantity of water in the river is much reduced.

Henry Booth got finished yesterday but a few small apparent leaks had to be seen to. He packed up his tools in the forenoon, tied up a handle of pipes 25 lbs also 65½ lbs of Soulden to go to Waterloo.

May.

SATURDAY, 1.

This has been a cold black day, rain in the morning and a kind of drizzle throughout the day and a shower of snow and sleet ~~in~~ towards evening, I have been blasting out a trench in the rock towards the Well for water to supply the Rectifying house.

May.

MONDAY, 3.

1869.

This was a cold morning, but dry, yesterday was also cold and some rain fell in the morning,

The Grand Trunk folks had a large gang of men, lifting the old rails of the Bridges and some of the beams and cross ties that were rotten, and laying down new rails of a size much heavier than the former, and the cars to day seem to run much smoother on them,

I had to get more props put under the Distillery wall for the crack is evidently getting wider, and have bored holes through the wall for a bolt to go half across the the house, so as to screw it up or at all events keep it where it is, Also began to clear away the head race preparatory for quarrying out the Rock, on the Mill side,

TUESDAY, 4.

Began to get the new boiler ~~nearer to its place~~ nearer to its place and got it down and turned on to the Bridge at the Blacksmiths Shop,

WEDNESDAY, 5.

May.

THURSDAY, 6.

1869.

FRIDAY, 7.

Have got the Boiler on its site, and the Engine
pans down on its bed, and the shaft likewise

SATURDAY, 8.

Weather fine for outside work
Stevens built the foundation for the mill
Boiler end to rest on, to day
Have been all the week blasting for the drain &c

May.

MONDAY, 10.

1869.

This has been one of the warmest days we have had this Spring, The water in the river is much lower and will begin to lay the temporary dam in a day or two.

We are still going on blasting for to get the water pipes low enough to be below the frost, and expect to have them connected with the Pumps tomorrow,

Have bought the chains, Blocks, Pullies &c also the wheel & pinion and barrel of a Derrick from Mr Bell for \$45, Also had men removing the fence at the Quarry for room to strip more ground

TUESDAY, 11.

WEDNESDAY, 12.

May.

THURSDAY, 13.

1869.

Very warm day, but extremely dusty
about 11 o'clock I went down to Hespeler to
attend a sale of cattle

I left about $\frac{1}{2}$ past 3 but it came on a heavy
Thunder storm of Hail and rain

Haley and Martin O'Donnell have begun this morning
to blast out the race at the larding mill for the future
wast gates,

FRIDAY, 14.

This has been a fine pleasant day, except
a portion of the afternoon, where about $\frac{1}{2}$ past 5
a Thunder storm came on when the sky became
dark, and down came a shower of hail first
& then heavy rain for about 20 minutes

have got the greater part of the Blasting done
Bot. 4 good steel spades a \$1.40 and 6 shovels a \$1.25

SATURDAY, 15.

This has been a dull sort of day and little or no
sunshine, there was a light rain in the forenoon,
we have been getting on pretty fair in blasting out the
new flood gate & have not quite finished the drain
yet

TUESDAY, 18.

This has been a fine working day
and have got all the blasting for the drain
And now covering over the pipes

Have got the Engine laid down in its
proper place but is not as screwed down
The Boiler is also placed but not built under

WEDNESDAY, 19.

This has been rather a cold unpleasant day
with a damp cold air. Run off to day
the first charge of Spirit in the New Rectifying
House, & which performed very well

May.

THURSDAY, 20.

1869.

This has been a much more pleasant day
Have run off a charge of Spirit in the
New Gin still which also run very well,

Sent down this morning 3 men & man horse
and cart to strip in the Quarry

FRIDAY, 21.

SATURDAY, 22.

May.

MONDAY, 24.

1869.

This is the Queen's Birth day, and the weather is fine, but there was not so much rejoicing as in former years

TUESDAY, 25.

Very fair weather
George McCulloch from Galt began this morning to fit up the Engine

WEDNESDAY, 26.

Heave let the Work Road farm to Alex Chighton for \$850 a year and taxes,

May.

THURSDAY, 27.

1869.

This has been a coldish raw day,
We have been getting on pretty well with the blasting
out of the Race for flood gates.

I am continuing the quarrying out of the drain for
to take the water from the Distillery race to the Rectifying house
and have had to blast the upper end,

FRIDAY, 28.

This has been a thick dull forenoon, with a drizzling
rain which began before 11 O'clock, and increased to
rain at noon, and at one O'clock I stop the outdoor
men from working

Had to stop the Rectifying House
for the purpose of attaching a Steam Stop Valve next
to the dome

Sold the Sheep & lambs, Cow & calf, sow
and pigs, and 11 acres of Barley to @ Leighton.

It rained heavy about 10 O'clock this evening

SATURDAY, 29.

This is a dull morning, and rained till about
6 O'clock, since then it has been fair and all
the men at work

May.

MONDAY, 31.

1869.

June.

TUESDAY, 1.

WEDNESDAY, 2.

June.

THURSDAY, 3.

1869.

FRIDAY, 4.

SATURDAY, 5.

*This is a very wet morning and none of the
men are working in the Quarry this forenoon*