the front line. In the campaign through the Carolinas, the regiment was engaged with the enemy near Goldsboro', North Carolina, March 19, 1865, and lost two killed and eight wounded. This was the last affair in which it participated. Then came the march through Richmond, the review at Washington, the transfer to Louisville, and lastly, the final muster out of the service, on the 17th of July, 1865.

167TH REGIMENT, NATIONAL GUARD, O. V. I.

This was one of the National Guard, one hundred day regiments. It was organized near Hamilton, Butler County, Ohio, on the 2d of May, 1864, and was sworn into the United States service on the 16th of the same month. Two days thereafter it received marching orders for West Virginia, and on the 21st of May had reached its point of destination,—Charleston, West Virginia,—and had reported to Colonel Ewart, commanding the post. Six companies of the regiment were immdiately sent to Camp Piatt, and four to Gauley Bridge, relieving the 2d, 3d, and 7th Virginia Cavalry. The points named were posts of supply; and the only duty the regiment was called upon to perform was guarding the government stores, and accompanying trains to and from the main bodies of the National forces in that portion of Western Virginia. At the expiration of their term of service the regiment was promptly relieved, mustered out, and transported home. A great majority of the members of the 167th, as well as most of the other one hundred day regiments, joined other organizations raised shortly after their return home. Having a taste of the service, these patriotic men determined to see the end of the Rebellion, if possible. But many of them yielded up their lives long before the consummation of their wishes, and now sleep in lonely graves on the far-off fields of the South.

HAMILTON CITY.

The town of Hamilton was laid out by Israel Ludlow on the 17th of December, 1794. It was first called Fairfield, but the name previously given to the fort was afterwards adopted. The space between Hydraulic Street and Basin Street, and between Front Street and the Miami River, was not laid out into lots till 1817. The inhabitants were few in number, and composed chiefly of soldiers who had been attached to Wayne's army, and had remained there when that army was disbanded at the close of the campaign. Few houses had been erected. A two-story frame-house stood near where the west end of the recently-removed market-house was. It was the old house erected by General Wilkinson for the accommodation of the officers of his army. In this house William McClellan kept a tavern. Above it, extending from near the river to the east line of the pickets, was a row of stables, built of round hickory logs, with the bark peeled off, which were originally used for the horses of the officers and the cavalry, and afterwards as stables for the tavern. The artificers' shops stood further to the north, near where the hydraulic race now is. The magazine stood in the south angle of the garrison, and some other dilapidated buildings were in and around the locality of the fort. John Torrence kept a tavern at the corner of Dayton and Water Streets, on the lot opposite, on the north side of the street, which was built by Darius C. Orcut, and then occupied as a boarding house by Mrs. Griffin. Isaac Stanley afterwards kept a tavern, with the sign of a black horse, on Front Street, in an old log house in the upper part of the town. John Sutherland kept a store in a house on the east side of Front Street, between Dayton and Hydraulic Streets, and carried on an extensive trade with the Indians. In the upper part of the town were several cabins, in which lived James Heaton, Isaac Wiles, George Harlan, William Herbert, and George Snyder. John Wingate commenced a store in a log house where the Irish Roman Catholic Church now stands, where he failed in 1806. Thomas and Joseph Hough continued the business, and, after the death of the former, it was successfully occupied by Hough & Blair, and Kelsey & Smith, for the same purpose. Nearly opposite, on the south side of the street, lived Thomas McCullough and Dr. Jacob Lewis. In the south part of the town resided John Greene, Azarias Thorn, Barney McCarron, Benjamin Davis, Ludlow Pierson, and others. On the west bank of the Miami River was a solitary log house, occupied by Archibald Talbert, who kept a tavern and a ferry. The town of Rossville was not then in existence. It was surveyed and laid out by John Reily, in 1804, for the proprietors,—Henry Brown, John Sutherland, Jacob Burnet, James Smith, William Ruffin. The population of Hamilton is about twelve thousand, eight thousand of whom are native and four thousand foreign. Three railroads pass through the city,—the Cincinnati, Hamilton and Dayton, the Cincinnati and Indiana Junction, and the Cincinnati, Richmond and Chicago. The Miami Canal and Hamilton Hydraulic furnish water-power for the manufactories, of which Hamilton has a supply that justly ranks her as one of the first manufacturing towns of the State. The Hamilton Hydraulic is artificial, and takes water from the Miami River four miles north of Hamilton, conveys it to and through the town, and returns it to the river, in the city, near High Street. The following manufactories are more or less assisted by its water: Louis Snyder, paper-mill; F. Hossnyder, marble-yard; William Henderson & Co., flour-mill; M. F. Eisle & Son, planing-mill; Cole, Henninger & Co., planing-mill and sash-factory; Benninghoffer & Co., bending-factory; Denzier & Stephen, bending-factory; P. Black & Co., machinists; S. D. Black, fertilizer Co.; Hamilton flouring-mill; Long, Allstetter & Co., reapers and mowers; Bantle, Morgedent & Co., universal wood-workers; J. W. Carr & Co., flour-mills; Bender & Bro., planing-mill; Skinner, McGuire & Co., brown-paper-factory; Beckett, Laurie & Co., paper-mill; Owens, Lane & Dyer, machine Co.; Schuler & Benninghoffen, woolen-mill; Nile's Tool-Works; Cope & Maxwell, pump-manufacturers. Besides the above-named manufactories may be mentioned the Novelty Iron Works; William McKinney & Co., plow-makers; A. J. Ohmer, lawn-mowers; Wellinghoff & Co., marble-yard; Campbell & Potter, spice-mills, P. Burm, wagons and plows; P. Heck, carriage; P. Morganthaler & Son, carriage; William O'Brien & Son, carriage; Jacob Slarb, wagon and carriage; Morganthaler & Schmidt, tannery; J. W. Sohn, tannery; Theodore Reutti, mineral water; P. Swab & Co., and Henry Egger & Co., brewers. Most of the above-named establishments are represented by fine engravings in this Atlas. The religious interests of Hamilton are represented by two Methodist churches, two Presbyterian, one Baptist, two Lutheran, one Universalist, three Catholic, and one Episcopal church. Its educational advantages are good, and consist of five graded schools, with high schools, and one public library, donated by Clark Lane, Esq. The Great Miami River divides the city into East and West Hamilton, and nine turnpike roads centre in the city. The population of Hamilton is about twelve thousand.

HISTORY OF THE TOWNSHIPS OF BUTLER COUNTY.

LEMON TOWNSHIP.

This Township was named from an early settler. It is bounded on the north by Madison Township, on the east by Warren County, on the south by Liberty Township, and on the west by Madison Township. It is well watered by the Great Miami River, and its population is about five thousand three hundred, four thousand three hundred of whom are natives. The Cincinnati, Hamilton and Dayton Railroad, and the Cincinnati Short Line Railroad pass through the Township. Its principal towns are Amanda, Monroe, and Middletown. The population of Amanda is two hundred and twenty-six. Monroe has a population of about four hundred. Its original proprietors were John H. Piatt and Nathaniel Sackett. The plat of the town was recorded September 25, 1817. Middletown is the largest town of Lemon Township, and next to Hamilton, the largest town in the County. It has a population of about four thousand. It is named from a central location. Its original proprietors were Daniel Doty and Abner Enoch. It is an old town, and its plat was recorded on the 29th of March, 1816. Middletown ranks next to Hamilton as a manufacturing town. Splendid lithographic views of its best manufactories are found in this Atlas.

MADISON TOWNSHIP.

This Township is located in the northeastern portion of the County. It was named after Madison, distinguished as President of the United States. The Cincinnati, Hamilton and Dayton Railroad passes through this Township, and its fields are well watered by the Great Miami River. Its population is about two thousand four hundred and fifty, two thousand and eighty-four of whom are natives. Its principal villages are Madison, Miltonville, Poasttown, and Trenton. The population of these villages is one hundred and fifty-eight, one hundred and seventy-nine, two hundred, and three hundred and forty respectively. The original proprietors of Miltonville were Theophilus Eaglisfield, Richard V. V. Crane, and George Bennett. Its plat was received for record November 27, 1816. Peter Poast was the original proprietor of Poasttown. Its plat was acknowledged the 31st of March, 1819. Michael Pierce and David Enyart were the original proprietors of Trenton. Its plat was acknowledged February 27, 1816. For the original proprietors of Madison City, see County records.

MORGAN TOWNSHIP.

Morgan Township was named after General Morgan, of Revolutionary fame. It is situated in the southwestern portion of the County. It is bounded on the north by Reily Township, on the east by Ross Township, on the west by Franklin County, Indiana, and on the south by Hamilton County, Ohio. It is well watered and timbered, and contains an enterprising and intelligent population. Some of the finest scenery in the County is found in the Township, and can be seen in this Atlas. The population of Morgan Township is eighteen hundred and seven. New London, a thriving village, is found in Morgan Township, also Okeana and Alert Post-offices. Several fine turnpike roads pass through the Township.

LIBERTY TOWNSHIP.

Liberty Township is situated in the eastern tier of Townships. Its population is fourteen hundred and forty-three, thirteen hundred and forty-seven of whom are natives. It derives its name from the bias of its early settlers, who were men of liberal views and patriotic motives; most of them having fought against the Indians in those expeditions so graphically narrated in the historical sketch of the county. It will be in taste to observe that the present residents of Liberty Township stick to the principles of their forefathers. The villages of Liberty Township are Princeton, Huntsville, Jericho, and Bethany. Princeton was laid out by Samuel Enyart, its original proprietor, and its plat was acknowledged on the 3d of October, 1812. It is a very small town, and has an old appearance. The other villages are thriving, but the dates of their birth cannot be found on the records of the court. The Cincinnati Short Line Railroad passes through this Township, and also several fine turnpikes. The Township is bounded on the south by Union, on the east by Warren County, on the north by Lemon Township, on the west by St. Clair Township.

MILFORD TOWNSHIP.

Milford Township is situated in the northern tier of Townships. It is bounded on the east by Wayne Township, on the south by Hanover, on the west by Oxford, on the north by Preble County. One of the earliest and most prominent early settlers of this Township was Robert Lytle. He named the Township Milford in honor of his nativity,—Milford Township, Mifflin County, Penn. Mr. Lytle was a remarkable man, and was one of the first Associate Judges of the County. Several fine turnpike roads pass through this Township, and also the Hamilton and Eaton Railroad. The principal villages of this Township are Darrtown, Somerville, and Collinsville.

The original proprietor of Darrtown was Conrad Darr. It is an old town, and its plat was acknowledged the 4th of April, 1814.

The original proprietor of Somerville was Jacob F. Rowe. Its plat was received for record October 7, 1831. All of these villages are small but in a flourishing condition, contain good schools and churches, and carry on quite a little trade with the surrounding country.

The population of Collinsville is one hundred and forty; of Darrtown, two hundred and fifty-eight; of Somerville, three hundred and eighty-nine; of the whole Township, eighteen hundred and twenty-eight, according to census of 1870.

WAYNE TOWNSHIP.

Wayne Township was named after General Anthony Wayne by its early settlers, who had accompanied Wayne in the expedition so well narrated in this history. It is a wealthy Township, and its settlers are remarkable for industry, temperance, and intelligence. It is located in the northern tier of Townships. It is surrounded by Madison, St. Clair, and Milford Townships respectively, and is bounded on the north by Preble County. Its total population, according to the census of 1870, is sixteen hundred and ninety-four, fifteen hundred and thirty-two of whom are natives. It contains two villages,—Jacksonsburg and Seven-Mile, both of which are thriving.

The original proprietor of Seven-Mile was John L. Ritter. Its plat was received for record October 20, 1851. Its population is about two hundred and fifty.

The original proprietors of Jacksonsburg were John Craig, John Baird, and Henry Weaver. It is an old town, as its plat was acknowledged on the 19th of February, 1816. Its population is about two hundred. The Hamilton and Eaton Railroad passes through this Township.

REILY TOWNSHIP.

This Township derived its name from John Reily, one of the very first settlers of this County. He held many of the early offices of public trust, and through life was remarkable for his intellectual and social characteristics. His name figures prominently in other portions of this historical sketch. Reily is situated in the western tier of Townships, is bounded on the north by Oxford, on the east by Hanover, on the south by Morgan, and on the west by Franklin County, Indiana. Its population, according to the census of 1870, is sixteen hundred and twelve, fourteen hundred and ninety-two of whom are natives. This Township is well watered, and contains fine land. The Junction Railroad passes through its north-east portion.

Reily village was originally owned by Samuel Gray, Pierson Conklin, and Joseph McConklin. Its plat was received for record January 4, 1849. Reily Township also contains the following post-offices: Wood's Station, Bunker Hill, St. Charles and Ogle Stations.

UNION TOWNSHIP.

This Township is located in the southeastern corner of the County. Its name was given it with no historical significance. The Cincinnati Short Line Railroad, with several fine turnpike roads, pass through the Township. Its population is about two thousand. West Chester is its principal village. It is a flourishing little town, with good schools, churches, and a population of about three hundred. Its original proprietor was Hezekiah Smith. Its plat was recorded March 8, 1817. Port Union, a very small village of Union Township, was originally owned by William Elliott. Its plat was recorded March 21, 1859. The other villages of Union Township, whose plats have not been recorded, are Tylersville and Pisca Post-office. Union Township is one of the wealthiest Townships of the County.

HANOVER TOWNSHIP.

Hanover Township is one of the most fertile Townships of the County. It is bounded on the north by Milford, on the east by St. Clair, on the south by Ross, and on the west by Reily Townships. Its population is fourteen hundred and sixty, twelve hundred and forty-two of whom are natives. The Junction Railroad passes through this Township. It is well timbered and watered. McGonigle's Station and Millville partly are located in this Township. Joseph Vanhorne was the original proprietor of Millville. Its plat was recorded May 23, 1815. McGonigle's Station is very small, and has no plat. Hanover was named after a town in Virginia by one of its early settlers. Its population is healthy, and dispenses easily with all physicians, especially those known as traveling doctors.

ST. CLAIR TOWNSHIP.

St. Clair Township is one of the wealthiest in the County. It bounds the city of Hamilton mainly on the north. It was named after General St. Clair, who led the expedition against the Indians in 1791. The population of St. Clair is eleven hundred and eighty-seven. Rossville, the first ward of Hamilton since 1850, may be termed its principal town. Besides, it has Overpeck's Station and Busenbark's Station. Rossville or West Hamilton was originally owned by John Sutherland, Henry Brown, Jacob Burnett, James Smith, and William Ruffin. It is an old town, has a population of twenty-four hundred and thirty-eight, and its plat was recorded March 14, 1804. The Hamilton and Eaton Railroad, with several fine turnpike roads, pass through the Township. The Great Miami River waters its fields. Its lands are among the finest in the County, and splendid lithographic views of its best scenery appear in this Atlas.

FAIRFIELD TOWNSHIP.

This Township was named from the beauty of its fair fields. It is in the southern tier of Townships, and located south of the city of Hamilton. The Cincinnati, Hamilton and Dayton Railroad passes through this Township. Its villages are Lindenwald, Symmes's Corner, Fairplay, and Jones' Station, all very small. The population of the Township is twenty-four hundred and thirty-one, nineteen hundred and sixty-nine of whom are natives. The lands of Fairfield Township are particularly fertile, and especially that portion known as the "Big Black Swamp," a brief description of which is found in another portion of this history.

ROSS TOWNSHIP.

Ross Township derives its name from a prominent Pennsylvanian, after whom, by one of its early settlers, it was named. It is surrounded by Hanover, St. Clair, and Morgan Townships, and by Hamilton County. It contains two villages,—Millville and Venice. Millville is located partly in Hanover Township. Its original proprietor was Joseph Vanhorne, and its plat was recorded May 23, 1815. The population of Ross Township is seventeen hundred and five, of whom fourteen hundred and ninety-five are natives. Venice was originally owned by Benjamin Clark. Its plat was acknowledged on the 1st of February, 1817. Both of the villages are small and away from the railroads.

OXFORD TOWNSHIP.

This Township is located in the northwestern corner of the County. It was originally "college land," ceded by the National Government to the State of Ohio for educational purposes. Its history in this particular is fully dwelt upon in the sketch of Miami University, which appears at the head of the splendid engraving of that famous institution which embellishes a page of the Atlas. The village of Oxford is located in Oxford Township. Its plat was recorded on the 19th of May, 1810, James Heaton having properly surveyed it. Its population is about seventeen hundred and thirty-eight, of whom fourteen hundred and ninety-eight are natives. The society of Oxford is rather literary, as the educational institutions of the place have drawn there as residents those who are friendly to education and morality. The Township and village were named from the literary Oxford of England. College Corner is another village of Oxford Township. It is located in the extreme northwestern corner of the Township, and in Preble County, Ohio, and in Union County, Indiana, on account of which circumstance, and its connection with the "college land" mentioned above, it derives its name. Its population is small,—about five hundred. Gideon S. Howe was its original proprietor, and its plat was recorded May 5, 1837. It contains one graded school, three churches, one drug-store, four general stores, one flour-mill, one planing- and saw-mill, one livery-stable, one tin-shop, one harness-shop, two shoe-shops, one undertaker, one hotel, two blacksmiths, one newspaper, two merchant tailors, one clothing-store, four physicians. The Cincinnati, Hamilton and Indiana Railroad passes through, and also the Oxford Pike. It will also be in taste to mention that its prosperity is materially enhanced by three millinery-stores and a temperate and industrious society.