

The Guelph General

DEVOTED TO COUNTY NEWS AND GENERAL INTELLIGENCE

FOURTY-FIRST YEAR.
WHOLE NUMBER 2124.

GODERICH, ONT., FRIDAY, JUNE 15, 1888.

(D. MCGILLICUDDY, PROPRIETOR.
\$1.50 A YEAR IN ADVANCE.)

BY THE NORTH.

Monday Evening's Public Meeting Decides the Route.

A Full Discussion of the Different Schemes—The Question Fully Threshed Out—The Opposition to the Northern Route a Corporal's Guard.

The public meeting called by proclamation to discuss the railway question on Monday evening was held in Victoria hall, and the subject was discussed in all its bearings.

Mayor Seager was called to the chair, and presided during the evening. After explaining the object of the meeting, he called upon Dr. Holmes, chairman of the citizens' committee, to address the audience in a twenty minutes' speech. The doctor had not expected to open the meeting, but he was willing to give his views upon the subject at any time, and on short notice. He believed the time had come to take a decided stand on the matter of route, and he advocated unanimity amongst the residents of the town in the advocacy of any route that would be selected.

Until quite recently the question of route was not an element in the railway agitation so far as Goderich was concerned, and meetings at both Clinton and Listowel had been attended by Goderich delegates, and the results of these meetings were the deputations which were sent to Ottawa to interview the Government, and to Montreal to see Mr. VanHorne. The delegates had been informed by Hon. Mr. Pope, that better information as to the route of the proposed scheme was required before the application for a subsidy could be received by the Government, and it was that expression of opinion by the Minister of Railways, that made the question of route a vital subject for discussion at the present juncture.

Mr. VanHorne had the delegates from the northern route that it was his intention to start the work this summer and that he would come up and go over their line before the work would be gone on with. To get the scheme in proper working order a Government subsidy was needed, and to get a Government subsidy it was necessary that the line should be located. Such being the case, it was time Goderich began to move in the matter and took a decided course. Mr. VanHorne did not propose an air line, as some, and the northern route was not any longer than the central one, while it undoubtedly opened up a better chance for local and through traffic, and our hands would be strengthened by the localities along it. He had never heard a man say that it was not the best line in the interest of the town, and if there was any man present who could advance solid arguments against it, he would not hesitate to bring them forward. It had been said that we were going to have a road anyway, but that was no reason why we should not work to have it brought in by the route that would be most beneficial to the town. Mr. VanHorne at present had \$15,000,000 to invest in railway building, and if we wished to derive any benefit from the expenditure of a portion of that sum, we must be prepared to act promptly and energetically. Another objection raised was that we had no power to locate the route, on the ground that any action on our part would be distasteful to Mr. VanHorne. On this point he might say that Mr. VanHorne would not be better off to be able to locate the route, as he had no power to do so. Mr. VanHorne and Clinton believed he had not yet made up his mind on the question of route, and were moving to influence him in their favor; so were the villages and towns along the northern route; and so ought we, (Hear, hear.) The speaker then described how the W. G. & B. R. and the L. H. & B. R. were diverted from the original schemes, and showed that Goderich was moving in the right way in endeavoring to influence the location in the present instance, so that its interests would be best served. It was also said that unless Goderich kept quiet the building of the proposed line would be retarded, but there was no argument that could be advanced to back up such a contention. He had reason to believe that the road by Seaford was the original intention, and if that was Mr. VanHorne's project, would it be of as much service to Goderich as the northern route? In the matter of the central route, there was not a place of note between Goderich and Milverton, and Milverton was not of much importance. So far as business interests were concerned we would suffer by adopting that road, as compared with the northern one. Besides, we would have the active opposition of the towns along both the northern and southern routes, which would be fatal to its prosecution. If the road was not built by the north, it would therefore come by the south, and such a route would not be favorable to Goderich. After saying unanimously and loyally to the north, he closed by moving the following resolution:

Resolved that in the opinion of the Citizens of the town of Goderich present at this meeting convened to consider the merits of the proposed routes by which the Guelph Junction Railway is to reach this, its western terminus, while our chief object should be to secure the connection no matter by what route it is

not a matter of indifference which work is adopted and without proposing to offer opposition to any scheme alternately decided upon in our opinion that known as the northern route passing through Blyth, Brussels and Listowel, as it affords practically an air line and connects this the county town with a large section of the county which at present can only reach us by roundabout means and with considerable delay, and which passes through established business centers it is to be decidedly preferred over any more southerly route, and is the one we would recommend.

And we would further recommend the town council to co-operate with representatives of the other municipalities interested to secure the adoption of that route.

Mr. Garrow, Q. C., would have been better satisfied if some one who had given more thought to the question than he had been able to give had been called upon to second the resolution. He believed that we should have the road by all means, and that when the road was finally located we should all join in helping to make the scheme a success. We had a right to say what route would be in the best interests of the town, and we should put forward our best foot and do it unflinchingly. In the present case it was singular that the proposed northern route came through so many important centres, yet kept so close to a direct line between Goderich and Guelph. It came through enterprising towns and villages, whose markets would not clash with ours, and which would open up good avenues for trade so far as Goderich was concerned. Clinton, on the proposed southern route, was our strongest local competitor, and this road would do us more harm than good. The fear of some business men that a road coming in from the north would do injury to the trade of the town he believed to be entirely unfounded, for no road could possibly do less injury in this regard than the proposed northern route, as it did not aim at creating any business centres not already in existence. It was in Goderich had to depend entirely upon the support we got from the villages of Colborne and portion of the other townships contiguous. We had better emigrate at once. The town was a thriving place twenty years ago, when he first came to it, and had a good lake trade, which was unfortunately falling off owing to the discontinuance of reciprocal relations with the States. Different lines of steamers did large trade in our harbor, in addition to the sailing vessels that loaded and unloaded at our wharves, and that was a return of such good times at our lake front would be increased in the not distant future by the aid of a competitive line. Reciprocity was once again in the wind, and in that event Goderich would speedily take her place with the thriving cities of Ontario. (Hear, hear.) By getting made a western terminus such a result must speedily be brought about. In Owen Sound, owing to the assistance obtained from the C. P. R. line and fleet of steamers, the population and land values had doubled within a comparatively short time, and similar results would follow in Goderich were the C. P. R. brought in. The preservation of the county boundaries would undoubtedly be enhanced by the promotion of the northern route, which would more closely connect us with the people of the townships in the northern section of the county for legal and other purposes, and in that case a significant and selfish little town like Clinton would be compelled to stop their absurd efforts to obtain the county boundaries. (Laughter.) The road by Listowel and Brussels would give us direct communication with the north, and bring us in close connection with every municipality. At the present time the want of connection in this regard was felt to be a hardship, which affected legal matters, justice, &c., more particularly, and a grievance that should be remedied. What was necessary to do now was to decide what would be best in the interest of the town, and Goderich would be none the worse for having a little backbone. The moment the C. P. R. fixed upon a route then all contention should be dropped by Goderich, and we should all fall in with the scheme, but while the question was an open one we had a perfect right to express our opinion as to what would be in the best interest of the town. This meeting was called for the purpose of discussing the question, and the result would be an indication to the council of what the public wanted. For the reasons stated he had much pleasure in supporting the resolution.

Mr. Wm. Campbell was next speaker, and gave a synopsis, from his standpoint, of the history of the agitation in Goderich. He also read extracts from letters received last year from Mr. VanHorne, and from Messrs Guthrie and Watt of Guelph. He did not think we should throw our weight in favor of the northern route, and believed the central line would be most favorable to Goderich. If we wanted the direct communication desired with the northeastern part of the county we could get it when the Goderich and Wingham line was built. The building of the northern route to Guelph would militate against the salt interests of Goderich, as there would be two competitive points, Blyth and Brussels, near the markets than Goderich on that line. Besides, the proposed northern route did not come within the Goderich road subsidy scheme, and could get no Government support. He believed Mr. VanHorne intended to bring in the

central route to Goderich, and if the Wingham Junction R. R. was built, it would give Goderich the desired communication with the northeast of the county that was needed so much at present. The northern route would be injurious to the salt trade in that there would be competing salt blocks at two points, Blyth and Brussels, on the proposed line, whereas by the central route there would be no such opposition to that trade. He closed thirty-five minute address by moving the following amendment:

That whereas the town council at a meeting held on the 31st ult., adopted the report of the railway committee, as follows: "This committee recommend that a delegation be sent to the railway meeting at Brussels tomorrow, and that the council do not commit itself to any route until the directors of the Guelph Junction Railway Co. intimate their intentions in the matter. This committee further recommends that the clerk do forth with correspond with the president of the Guelph Junction Railway Co., and enquire what the directors of that company can receive a delegation from this council for the purpose of coming to an agreement as to what location would best suit the interests of Guelph and Goderich, as it appears to the committee that united action should be taken by the terminal points, and that until this is done substantial progress cannot be made." And in accordance with said report a deputation had an interview with the directors of the railway company, and members of the city council of Guelph, and as the said deputation reported that they, the Guelph people, decline to commit themselves to the support of any particular route at the present juncture:

And whereas the Goderich citizens' committee, at their last meeting, passed the following resolution: "Moved by W. Campbell, seconded by R. Price, that this meeting approve of the action taken by the town council at their last meeting, in having an interview with the Guelph Junction Railway Company, before committing ourselves to any route. And whereas Mr. VanHorne, Vice-President of the railway committee of the council being the only speaker who letter of the 3rd inst. "That during the summer we will complete such survey as will enable us to file a satisfactory plan well ahead of the next session of Parliament." This meeting approves of the action taken by the town council in furthering the railway interests of the town, and would recommend that with the present information before them no steps be taken to ally ourselves with the promoters of any particular route, believing the C. P. R. authorities will select such route as they will consider most advantageous to their interests.

Mr. Joseph Williams, just returned from the Guelph meeting, was the called upon, and stated that there was a good representation of delegates there from all along the line, after which he explained some of the work that had been done by the deputation. Amongst other things he stated that Mr. Hay, of Listowel, had asked Mayor Macdonald, of Guelph, to give some information in regard to the extension to Goderich, and the reply was that if the places along the rest of the route were as liberal as Guelph had been, he had no doubt the line would be soon built. Mayor Macdonald afterwards gave him, (Mr. Williams) to understand that business would be required in constructing the line, and that Mr. VanHorne was not wedded to any route, and if better inducements were offered by another way he could be led to adopt that line. The speaker paid a high tribute to the manner in which the deputation had done their duty, and stated that he was glad to hear that Mr. VanHorne was not wedded to any route, and if better inducements were offered by another way he could be led to adopt that line. The speaker paid a high tribute to the manner in which the deputation had done their duty, and stated that he was glad to hear that Mr. VanHorne was not wedded to any route, and if better inducements were offered by another way he could be led to adopt that line.

Mr. Campbell—The letters I read were last year's.

Mr. McGillicuddy—Well, that's too far back. Besides, Mr. Johnston quoted back two years, and you and he are in the same boat. Continuing, he said: None of the statements against the northern route made by Mr. Campbell would bear examination. He stated that the road did not come within the meaning of the Government Railway Subsidy Act. Well, Hon. Mr. Pope, when the scheme was submitted to him, stated that it was not outside of the Act and did not antagonize the provisions laid down.

Mr. Campbell—Mr. Pope never said so.

Mr. McGillicuddy—That's only your statement, and now I'll prove that he did. Dr. Holmes—He certainly did.

Reeve Kelly—He did; and he did it in a straight and fair way, without waiting words.

Mr. McGillicuddy—Mr. Campbell said he didn't, and I think he knows it all. (Laughter.) That is one point disposed of, and now I'll take up another. Mr. Campbell thinks the salt industries of Goderich would be jeopardized by the northern route, because Blyth and Brussels were nearer the markets on the line.

Mr. Campbell—So they would.

Mr. McGillicuddy—Well, if that is a fact, and Mr. Campbell says it is, why is he hindered salt lands from being sunk at Leask, or on Longdorough, for it is well known that the Huron tract, anywhere between Brussels and Seaford,

and Wingham and Clinton or Goderich can, by the sinking of a well, produce salt (Hear, hear).

Mr. Campbell—It would never pay them to sink new wells and compete with Goderich.

Mr. McGillicuddy—If there was any money in the thing capitalists would soon go into it, but I believe, so far as Goderich is concerned, that our salt men are able to hold up their end with only outsiders; and if having salt wells at points between Goderich and markets by rail was going to shut out our manufacturers why hasn't Seaford and Clinton, on our only railway route, succeeded in doing it?

Mr. Campbell—Because we have the lake on the other side of us.

Mr. McGillicuddy—Just so; and the same thing applies to Blyth and Brussels—the bringing in of the northern line would not change the location of the lake. (Laughter.)

Mr. Campbell—I know that as well as you do.

Mr. McGillicuddy—Now, I thought you didn't from the way in which you talked. (Renewed laughter.) Now, I'd take up another point. Mr. Campbell holds that if the Wingham and Goderich road were built we would have all the connection with the northeastern part of the county we required, but I question the policy of waiting for that road to be built, which cannot occur until after the main line comes through from Guelph. Even if it were built, and the main road did not come by Listowel and Brussels, it would not serve the purpose of the people living on the W. G. & B. line any better than they are now served at Clinton. There would have to be change of cars and lying over at Wingham, in the case of Clinton as at present, because one line would be run by the C. P. R. and the other by the G. T. R.

Mr. Campbell—We'd have a good connection.

Mr. McGillicuddy—Now, Mr. Campbell, what's the use of wasting time with interruptions at this late hour. You've been interrupting right straight along—

Mr. Campbell—I haven't done any interrupting tonight.

Mr. McGillicuddy—Perhaps you are not aware of it, and talk in your sleep. (Laughter.) Certainly from the manner in which you act one would think you were troubled with nightmare. (Renewed laughter.)

Mr. Campbell then undertook to harangue the audience.

Mayor Seager—Mr. Campbell, I must object to this way of conducting the meeting. Every gentleman has a right to be heard, but you are not to be heard.

Mr. McGillicuddy—Oh! let him alone Mr. Chairman; it doesn't worry me, only it takes up time on a 20-minute speech. Continuing, he contrasted the two routes—the northern and the central route—the northern, had a number of thriving incorporated villages and towns along it, and went through a section of country where there were many roller flouring mills which would give freights to the C. P. R. in Manitoba, west of here. A. McMillan, of Manchester, is to preach in Erskine church on Sabbath June 24th, at 6 o'clock p.m.

There will not be any service in Erskine church on next Sabbath (June 17th), but on that day, Sabbath school will commence at 2 o'clock p.m., in the church.

It affords us great pleasure to be able to state that Mr. Walter Stewart's son, John and William, are recovering rapidly from their recent severe attack of indisposition.

Mrs. Ben Crawford and her little boy left here on Tuesday to visit her brother, who resides in the vicinity of Syracuse, State of New York. We hope they will have a pleasant visit.

Mr. Geo. Erwin, formerly of Port Albert, has commenced hotel keeping in A. Black's old stand. He is determined to keep a respectable house, and to accommodate the travelling community with every possible attention to their wants.

Quite a number of horses in this vicinity are affected with distemper. Our veterinary surgeon, Mr. Cook, is doing a good business in his line, and securing success in the treatment he administers as almost every disease succumbs to his skill and mode of treatment.

The West Wawanosh Mutual Fire Insurance Co., held a meeting here on Tuesday 12th inst. President Chas. Girvin, in the chair—47 new applications were accepted and other important business transacted. There was quite a large number present.

Mr. Donald McDonald, of St. Helena, having been afflicted with cancer, died last Tuesday, June 5th, aged about 76 years. His remains were interred in Dugganopolis cemetery on Thursday of last week, being followed by a large concourse of friends and neighbors.

Rev. J. A. Anderson, of Goderich, officiated here on Sabbath last at half-past two o'clock, and gave a good practical discourse on the subject as contained in Prov. iii. 17. Owing to unfavorable weather the congregation was small. It is to be hoped the next time he favors us with his presence that the weather will be fine so that a good many will be present.

At Albany, N. Y., Saturday evening Joseph E. Seager, aged 22 years, a German restaurant waiter, shot and killed Linnis McCarthy, aged 21, then shot himself, and died about an hour later. The girl had refused to marry him.

marks about naturalization and marriage well calculated to keep the table in a roar and yet noteworthy for sound sense and there are many funny bits in the *Drawer* also, the sketches being especially good, with clever verses interspersed. A feature of this number which will attract notice is Dr. Mavor's full-page social study of "Nature versus Art."

Wm. BRUCE, PUBLISHER.

We have received from W. Bruce, the Toronto publisher, a copy of a *Woman's Face* (30c), by Florence Warden, author of "The House on the Marsh," "Prince of Darkness," and "At the World's Mercy," also *Mr. Potter, of Texas*, (35c) by Archibald Clavering Gunter, author of "Mr. Bates of New York," *Mally's Story*, (30c), by Frank Merryfield, from the same publisher, is a family history related by a faithful servant, and is well worthy of perusal.

WIDE AWAKE FOR JUNE.

Wide Awake for June has reached us and is replete with racy reading suitable to the season. It contains: *Eusanna's Boys*; *The one in the Middle* (a poem); *The Cruise of the Boats* (a ballad for little ones); *Mabel's one Hundred Dollar Bill*; *The Absent Minded Tailor*; *Floppy Smalls*, his story; *May Six Storm*, (a poem); *A Mouson*; *At the Dream-land Gate* (a poem); *Rosina's Kitten* (verse); *A Story of Boston Common*; *The Old Tinder Box*; *Bird in the Bush* (a poem); *Double Roses* (a serial story); *Butterflies*; *Don*; *Retreat*; *Tangles*; *Lafontaine* "The Good"; *Two Ways of Using a Birth-day Book*; *The Red, Red Copper*; *Ibn el Arabi—Sons of the Evening Land*; *Search Questions in Roman History*. The volume is beautifully illustrated with artistic gems. D. Lothrop Company, Boston, Mass.

Kingsbridge.

The following are the names of the best pupils in each class in S. S. No. 2, Ashfield, for May. The names are in the order of merit, 5th class, Maggie O'Keefe, Annie Dalton, Mary Noble, Lizzie Hussey, Mary Hussey; 4th, Mabel O'Neil, Mary, Fay, Hannah, Dan, John O'Connor; 3rd, Jim, Arthur, Dalton, Thos. Hussey, Thos. Sullivan; 3rd, Katie Martin, James Fierman, Hannah Dalton, Maggie Lambertus, Maggie O'Connor, Patrick Dincent.

Sincerely yours,
P. J. NEVEN, Teacher.

Dugganopolis.

Mr. Flanagan, the former tenant of Mr. Black's hotel, has gone to Kintail.

Mr. Jay, Nicola is rapidly recovering, and will soon be able to resume her household duties.

Our medico, Dr. Case and his bride, are expected to return from their wedding tour this week.

R. H. Miller Tp. Clerk W. Wawanosh, was here on Tuesday furnishing path-masters, with their road lists.

Here A. McMillan, of Manchester, is to preach in Erskine church on Sabbath June 24th, at 6 o'clock p.m.

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THE EDITOR'S TABLE.

A Word or Two About New Publications That Have Come to Hand.

HARPER'S MAGAZINE.

The departments in *Harper's Magazine* for July are even more in touch with the topics of the day than usual. Mr. George William Curtis, in the *Easy Chair*, pays hearty compliments to the company of actors (especially to John Gilbert) so long at Wallack's Theatre, but now disbanded. Some criticism of the display at the *Academy of Design* is entered, and the use of the house-tops as places of resort in summer is discussed. In the *Study*, Mr. W. D. Howells discusses Matthew Arnold's recent criticisms of American things, and does not entirely agree with him, but any one might guess as much who knows Mr. Howells' views on democracy and kindred topics. In the *Drawer*, Mr. Warner makes some re-

marks about naturalization and marriage well calculated to keep the table in a roar and yet noteworthy for sound sense and there are many funny bits in the *Drawer* also, the sketches being especially good, with clever verses interspersed. A feature of this number which will attract notice is Dr. Mavor's full-page social study of "Nature versus Art."

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