Great Western Railway.

CHANGE OF TIME.

On and after

Monday 29th Jan. 1877

TRAINS WILL LEAVE STATIONS AS FOLLOWS:

Express, 7.05 a.m., arriving at London at 12.30 p.m.; Express, 1.05 p.m., Buffalo at 1.35 p.m.

Mail and Express, 11.45 a.m. arriving at Hamilton at 2.35 p.m., Buffalo at 5.30 p.m.

Mixed, 3.35 arriving at Stratford at 8.30 p.m., and London 9 p.m.

TRAINS WILL ARRIVE AS FOLLOWS:

Mixed, 11.20 a.m. from Stratford.

Mail and Express, 3.15 p.m., from London, Toronto and Buffalo.

Express, 10.00 p.m., from Buffalo, Toronto and London.

J. HICKSON,
General Manager.

1063-d

Huron Signal.

GODERICH, FEB. 21, 1877.

The Railway Schemes.

The meeting of Friday night last effected all that was expected of it, viz to secure an expression of opinion, and to give to the members of Council some one to act upon. Since the expression was so unanimous in favor of further railway facilities, we look to see prompt action and activity displayed in the matter. Before long we may expect to have such information laid before the Council, as will enable them to present to the people some practicable scheme. In the meantime discussion will be rife upon the schemes which have been mooted, and upon them all will be in place for us make some remarks.

In the first place the proposal to run a branch from Blyth, if connection with the Great Western railway simply is wanted, is not to be postponed to the scheme for a branch from Clinton or Brucefield. The latter route would be the most natural one whereby to reach the centres of trade, giving us closer connection with the main line as well as with a trading centre of importance in London itself. For the reasons mentioned last week this branch would benefit Goderich greatly, since it would open to our lumber merchants a larger field, besides giving us the benefit of an appreciable degree of competition. Up on what terms, or with what guarantees if assistance will be asked of this line could be undertaken, we await to see; but there is a new feature of the case which presents itself. Our readers have noted the fact that the Grand Trunk and Great Western railway companies have been discussing amalgamation for some time past, and judging from recent events, we may expect to see the two great companies united before another year passes. In this case, it we were to secure connection with the Great West. ern in the meantime, our outlay would be of little or no use to us. This idea did not suggest itself to us last week, and was therefore present it to our readers as worthy of serious consideration before judgment is passed upon the scheme above mentioned.

A new idea was presented at the meeting, by the delegate from Wingham, with regard to the Toronto, Grey, and Bruce Railway, and that was that the agitation now on foot was not for the extension of a *narrow gauge* but to convert the road into a through *broad gauge* route. That idea, we look upon as giving to the scheme, and opens up the way to a more expansive one. Many will be aware that the Huron and Quebec Railway was contemplated to run into Toronto, and the belief is general that its continuation to Lake Huron would be seriously considered some time in the "dim, distant future." So far as present appearances are concerned, our acquisition of the road will be in that indefinite period. While a portion of the road east of Toronto is already built, and the work of securing bonuses being prosecuted with more or less vigor, and a fair prospect exists of its completion to Toronto or some point near there at no very distant date, the question in the west has ceased. Here, then, an opportunity affords itself to unite this great through scheme half way. The Toronto, Grey and Bruce Railway company is in a fair way financially, and this fact may be attributed to the fill back which attends narrow gauge roads. The metropolitan through which it ran are apparently alive to this fact, whilst the city of Toronto bemoans the same, as in the rivalry between the gauges the W., G. and B. has won the day and the capital city sees the northern trade going principally to Hamilton instead of themselves monopolizing it. Having such money in the road, we doubt not that, in order to place it on a footing to compete with other roads and with the ultimate object, which we mention further on, in view the municipalities interested would vote sufficient to aid in broadening the gauge. The bridges have all been built, we believe, with a view to carrying out this idea at some future time, and the cost of the work would be comparatively small. The company at present is petitioning the Local Legislature to grant them $2,000 per mile on that portion of the line between Toronto and Orangeville which was completed shortly before the railway aid fund was established, of which that portion of the road received nothing.

The road being fully converted into a broad gauge route, an amalgamation with the eastern section of the Huron and Quebec would affect all that we have been desiring for some time past, at much less cost than was originally calculated. The route would certainly not be as direct as the one laid down on the map by the H. and Q. Co., but this would be subject to very material deviations before being located, and possibly not be any more direct than the T. G. and B. Should this scheme be acted upon, the promoters of the H. and Q., if consulted and their co-operation secured, which we believe could be easily done, would hasten the completion of their work, and the great through route be thus more quickly established. Of course it would be necessary to secure a harmonious arrangement between the two companies, and this done the necessary assistance would be readily forthcoming. The farmers to the north of us are not favorable to new local lines of railroad, since they are already convenient to several good markets, but if a through line is presented to them they will give it a hearty support. We would suggest, and we believe the people of Wingham are making some such arrangements, that a deputation visit the municipalities along the line of the L. H and B. and discover their feelings on the matter, and negotiations opened with the directors of the road as well as those of the H. and Q. respecting amalgamation.

As to the continuation of the road from Wingham to Goderich, and its injury to the business of this place, we have but to say that the advancement of a theory manifests a weakness which should not exist in any place having any pretensions to being enterprising. If Goderich is to live upon the country trade, its progress will be very slow, but it should be moving other means to build itself up. The same idea about cutting off country trade was advanced in Guelph when it was proposed to run the Great Western north of that place, but the consequence has been that the town has nearly doubled its population since that was done. In case Huron should become a rail way station, Goderich, with all its advantages, and which we claim will that election. Our readers will remember that Mitchell was fully alive to the subject, and if Goderich really wants to secure the road, it should be on hand with the cash.

The Secret Service Fund.

Since the Public Accounts committee, nothing has been said to connect the Mitchell affair with the Secret Service Fund which had been retained in his possession from the time he resigned his office as Premier until November, 1875, when he handed the amount over to the Receiver General. The impression went startled every one, sounding as it did like a sequel to the Pacific Scandal to which now and then some new discovery is added in addition to a chapter of political corruption. What Sir John had been doing with this amount of the country's funds for so long a time after he had resigned the custody of it was a mystery which he evaded, and waited anxiously to hear answered. The Opposition were "game" on the point, except that they attempted to hide their chicken's wrong act by admiring his exceedingly modesty in retaining the amount even at this late period.

Sir John, however, vouchsafed an answer in the House, on Thursday, but his explanation was so very doubtful, while very pointed in tirade, that even his friends heard him in silence and with dubious countenances. He affected to treat the matter lightly, and seemed to hold in the faith implanted in his remarks at a political meeting in St. Thomas, in 1873, in reply to Mr. Mackenzie's statement, that the Secret Service Fund was audited by a committee, as follows:—

"This was not the case. Either Mr. Mackenzie had been altogether misinformed or had said what he knew to be not true. There were two funds in Canada, a Special Service fund and Secret Service fund. The expenditure of the special service fund was declared to a committee, but the Secret Service expenditure was never told, and no one were all secrets kept in connection with that fund, so closely was it kept under the control of the Ministers, that if the Government were going out of office with a hundred thousand pounds in their credit in the fund, they would not leave it behind them but take it with them and use it for their own party purposes."

With such a lax view of audit only in a case of this kind, Sir John could have the effrontery to justify his latest act. But he was strong in the argument, for a record is kept of all payments from the English Secret Service Fund, which may be referred to in case a demand for information respecting the laying out of the same is demanded; and further, in May of 1872 Sir John consented to a resolution subjecting the Fund to an audit and requiring a record to be kept. This resolution he has totally ignored, and since he refused to permit any investigation into the mode of laying out that fund previous to its adoption, the subsequent secret manipulation thereof, which he was wrongfully in possession of it, is open to the suspicions. His explanation is in effect that the property before his attention dissolved his associate members in the Secret Service committee, through death or removal, had left him alone in the management of its affairs. When the Government fell, the fund amounted to $22,179, which was deposited in the Montreal Bank. He declares he used none of it except to meet old obligations of his government and to pay $6,000 to Senator Campbell and $600 to Mr. Pope, one of his Ministers, for purposes not explained. Such a lame statement is in justification of this piece of unwarranted assumption on Sir John's part, and we will see his statement, that the money was put by him to none other than Government use, accepted as true it would not make his offence less heinous.

Messrs. Pope and Campbell will doubtless be called upon to prove the validity of their claims, when it is altogether probable some further unpleasant disclosures will be made. It is considered that the $600 received by the former gentleman related to the Pope-Macdonald letter, and the Government had no right to pay the amount and Sir John, also, will make further explanations before the Public Accounts committee, and although it is not expected he will relate anything to injure himself, his statement will be interesting.

Some time ago the Imperial Board of Trade, which is a branch of the British Government, notified the English agents of the Allen Steamship Line that none of their vessels carrying passengers would be allowed to clear from English ports without having on board physicians who had graduated in one of the colleges of either England, Ireland or Scotland. This insult to Canadian medical graduates is being properly resented, remonstrances have been made by the Canadian Government, which doubtless will secure the repeal of the obnoxious regulation so far as our physicians are concerned. Old country medical men are inclined to treat their Canadian fellows contemptuously; and when, as is frequently the case, an old country graduate comes out here to practice bringing with him his imperial notions, he becomes highly indignant on finding that he cannot practice in Ontario until he has passed a certain examination and secured a certificate from the Medical Association. Canadian physicians have usually been employed on the Allen steamers, which makes the insult all the more galling. It can be said that our physicians are superior to those in the old country, the opportunities for studying the science are superior there to what are afforded here, with marked results but the selfish object of this insulting measure is too obvious for any superiority, which they may possess, to palliate the offence.

The investigation into the affairs of the Northern Railway has been completed, and the result is humiliating to some prominent Conservatives. The cause of the Government's enquiry was that it was pecuniarily interested in the road, and certain circumstances demanded the investigation. The steel thereon may be judged when the committee reports the following amounts to have been wrongfully paid out of the Company's funds: To Senator Macpherson for Sir John A. Macdonald's testimonial fund, $2,500; John Beverly Robinson, M. P., election expenses, $5,440; cash, $4,000 over-drawn, $4,990, interest not included; Mr Cumberland, for the purchase of the steamer Algoma, $8,000, entered as Parliamentary expenses; over drafts by F. W. Cumberland, for election expenses and part share of chcques represented by notes $12,593. So lavish an outlay for political purposes, shows that corruption has been practiced in the Conservative interest.

Sir John is being lauded for his security in returning the balance of the Secret Service Fund, after keeping it from the country for two years. He don't need to trouble himself about his reputation, his henchmen are always ready to make him one to order.

Mr. Farrow has moved in the House of Commons for correspondence respecting the letting of the contract for the Goderich harbor works, no doubt thinks he will be about right. So far as present appearances are concerned, our acquisition of the road will be in that indefinite period. While a portion of the road east of Toronto is already built, and the work of securing bonuses being prosecuted with more or less vigor, and a fair prospect exists of its completion to Toronto or some point near there at no very distant date, the question in the west has ceased. Here, then, an opportunity affords itself to unite this great through scheme half way. The Toronto, Grey and Bruce Railway company is in a fair way financially, and this fact may be attributed to the fill back which attends narrow gauge roads. The metropolitan through which it ran are apparently alive to this fact, whilst the city of Toronto bemoans the same, as in the rivalry between the gauges the W., G. and B. has won the day and the capital city sees the northern trade going principally to Hamilton instead of themselves monopolizing it. Having such money in the road, we doubt not that, in order to place it on a footing to compete with other roads and with the ultimate object, which we mention further on, in view the municipalities interested would vote sufficient to aid in broadening the gauge. The bridges have all been built, we believe, with a view to carrying out this idea at some future time, and the cost of the work would be comparatively small. The company at present is petitioning the Local Legislature to grant them $2,000 per mile on that portion of the line between Toronto and Orangeville which was completed shortly before the railway aid fund was established, of which that portion of the road received nothing.

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The Mitchell *Advocate* attempts to refute the statement that intemperance is the cause of the greatest proportion of crime, and presents a portion of the Bill introduced into the Ontario Legislature of Prince. By making a careful selection it finds that 201 more homicidal people had been imprisoned in the jails mentioned than intemperance. But when we look at the aggregate of Provincial commitments, we find the tables turned, the intemperate being in the majority by 1812. Of the number imprisoned as homicidal, we may safely say that one-third—yea, even two-thirds—were brought to jail through drink. Our astonishment takes a new surprise when we consider the fact that the Provincial Government has made no attempt to substantiate its arguments, and certainly ought to know better than to accept, even in the partial manner he did, the figures of this report as giving a full idea of the relation between crime and drink. The *Advocate* further states that the Crooks' Act has not lessened crime any, since the cost of administering justice in 1876 was about $40,000 more than in 1876. It forgets that the payments of crown witnesses came into force in 1876; that commitments for vagrancy were more numerous owing to hard times; and that difficulties attend the enforcement of new laws at first. The increase in the cost may make up the $40,000, we believe, and if the matter were closely inspected our crown witnesses would seem to be a different conclusion regarding the measure.

The scheme for tunnelling the Detroit River has been again revived, two American engineers having submitted to the Dominion Parliament a report upon the matter. From this report it is found that the best site is a point north of Amherstburg, where the length of the tunnel would be 9,860 feet, and pass throughout rock which could easily be worked. The cost is estimated at $4,000,000, or $200,000 less if no fissures were found in the rock dispensing with the need of brick casing, and the work could be completed in three years by working with night and day gangs of men from several headings. The necessity for a tunnel is every year more apparent, and the idea of bridging the stream has been deemed impracticable since so many vessels are constantly passing up and down. Surveys for a tunnel have been made by United States engineers, and although the project has been several times abandoned, yet it grows in favor.

A Meeting of the East Riding Reform Association took place at Seaforth on Tuesday of last week, when the following officers were appointed: President, John McCrae; Vice-President, Dr. Sloan; Secretary, Daniel McGillicuddy, and the following were appointed Vice-Presidents in each municipality: Howick, Jas Hazlewood, Lakelet P.O.; Turnberry, John Messer, Bluevale P.O.; Grey, Thos. Strachan, Brussels P.O.; Morris, J. McCrae, Brussels P.O.; Hullett, John McMillan, Londesboro P.O.; McKillop, John Govenlock, Seaforth P. O.; Brussels, J. R. Smith, Wroxeter, T. Sanderson; Blyth, Dr. Orr; Stanley, Patullo, Secretary of the Ontario Reform Association, was present, and a thorough discussion of the Reform Policy and of a programme for future operations.

Our town cotemporary is very indignant, professedly, at Messrs. Ross, Gibson and Bishop for voting against the special incorporation of the Orange Association. Its howlings will not turn from these gentlemen any of their supporters, since the Orange incorporation measure was nothing but a Tory move. The general law is sufficient for the management of its affairs. When the Government fell, the fund amounted to $22,179, which was deposited in the Montreal Bank. He declares he used none of it except to meet old obligations of his government and to pay $6,000 to Senator Campbell and $600 to Mr. Pope, one of his Ministers, for purposes not explained. Such a lame statement is in justification of this piece of unwarranted assumption on Sir John's part, and we will see his statement, that the money was put by him to none other than Government use, accepted as true it would not make his offence less heinous.

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Dominion Parliament.

Ottawa, Feb. 12.

Mr. Bertho introduced a Bill to repeal the Insolvency Act, and it was read a first time.

Hon. Mr. Smith, in reply to one of the members of Prince Edward Island, had addressed a remonstrance to the Imperial Government against the action of the imperial Board of Trade in refusing Canadian surgeons from officiating on the steamships of the Allen line.

A political bout occurred during the day. The discussion took place upon the changes in the ministry which had taken place since last session.

Ottawa, Feb. 14.

Reports were presented from the Postmaster General and the Railway Committee.

A committee was appointed to consider the expediency of a form of prayer being used in opening the House.

Ottawa, Feb. 15.

The House was occupied for the most part in hearing Sir John's explanation with regard to the Secret Service Fund.

Ottawa, Feb. 16.

Mr. Cartwright introduced a Bill to amend the act respecting insurance, in order to relieve some hardships which English companies were labouring under.

Considerable discussion took place upon two cases of dissolution.

Mr. Cartwright brought down the estimates up to June 30, 1878, presenting a revenue of $23,187,678 against $23,031,807 the estimates for the current year. The decrease since last year in the estimates is $613,061.

Toronto Correspondence.

Toronto, Feb. 19.

Owing to the sessions of the Dominion and Local Legislature being simultaneous, the city dailies have not given that attention to the remarks upon legislative topics of the wise men assembled here, that they have heretofore given. In response, therefore, to your request, I send you the following epitome of your member's (Mr. Ross) remarks upon the School Bill, whilst it was being discussed in committee of the whole. A correspondent of the *Globe* has given a wrong construction to Mr. Ross's remarks upon the second reading of the bill respecting the payment of teachers' salaries, which were erroneously reported by that paper. This error on the part of the newspaper is thus set right:

Mr. Ross objected first to sub-section 23, of section 1, which was in his opinion an undue interference with the power of the Trustees to make such agreements with the Teachers they employ as they may think necessary. The proposition that a teacher employed for only part of a year, whose period of service expires at the commencement or within fourteen days of the commencement of the summer vacation, which lasts forty-two days, shall be entitled to collect salary for the whole of that vacation notwithstanding any agreement to the contrary, was one he could not agree to. He was quite willing to extend to teachers all necessary protection, and with a view to afford good reasons for the protection was in favor of dealing liberally with them, but at the same time he could not agree with the sweeping charges of illiberality and narrow-mindedness which some hon. gentlemen had made against school trustees.

Besides the clause was not fair to the teacher who was employed in the last half of the year. The trustee could not certainly pay for the holidays to both teachers, and the teacher for the first half year would be paid for 237 days, and the one engaged for the last half year only for 138 days. Of course where a teacher was engaged for the whole year it was but right that he should get the benefit of all the holidays. In the consideration of sub-section 5, of section 3, providing for dividing a township wherein a school board has been established, into not less than five and not more than seven wards. Mr. Ross said he hoped that the Minister of Education would still adopt the suggestion he, Mr. Ross, had proposed to him last session. When a clause was passed dividing such townships into five wards, his (Mr. Ross') proposition was, that the township should be divided into four wards, the same as for municipal purposes, and that trustees should be elected for each ward the same as in towns, one of the trustees retiring annually. It would be very inconvenient to have the township divided into four wards for municipal purposes, and into five or seven for school purposes. The polling sub-divisions were arranged always to correspond with the divisions into wards, and it would lead to confusion and trouble, if the wards for school purposes, comprised parts of different wards for municipal purposes. Undivisions for municipal purposes He thought township boards would generally become very unpopular, and we should see that we did not hinder their usefulness by unnecessary restrictions. He was glad to see, however, that the bill did not propose to make township boards compulsory as had been suggested by some teachers' conventions. Such a proposition he should strenuously oppose. The bill recognized the proper principle of leaving it in the power of the majority of the school section in a township to adopt the Board system if they so desired.

On the motion to adopt section 8, which authorizes the Council to borrow money from banking corporations only, for the purpose of paying teachers salaries quarterly, Mr. Ross said this clause sat in now stood, would not accomplish the end in view. He hoarthly approved of paying teachers' quarterly. Although from the bare statement given in the *Globe* on the first debate on the School Bill, where he, (Mr. Ross), was reported as objecting to the clause without giving his reasons for so objecting, a correspondent of that paper had been led into the idea that he objected to teachers being paid quarterly. He thought on the contrary that it was right and necessary that they should. Not, of not all, were men and women who could ill afford to lie out of their salaries for a half year, and almost all other national employees were paid quarterly and many monthly. But it was just because he desired to see some practicable provision made to enable trustees to do this, that he desired the clause amended. The clause only gave the municipal council power, and to the extent of the taxes they impose. To be of any use the power to borrow must be placed in the hands of the trustees. The amount of the county grant—which is an equivalent to the Government grant—and to the extent of which only could the county borrow—is but a mere fraction of the amount paid for teachers' salaries. Quoting from the school reports of 1874, which was the latest he had at hand, then his gentleman said he found that in his county (Huron) there were 182 public schools. Now, assuming that there was only one teacher in each school (although he presumed that in at least one fourth of them there must be two), the $7900 of county grant divided amongst these 182 teachers would only give $43 per annum to each teacher or $16.75 per quarter—taking into account the holidays—and it would not amount to more than from $6 to $8 per quarter. He found that in the year 1874, there was no less than $59,657 paid for teachers' salaries in Huron, or nearly eight times the amount of the county grant. The House would see, therefore, that by confining the power to borrow to the county council, the object in view would not be obtained.

Mr. Crooks said it intent i amend the clause to give the power to township councils to borrow.

Mr. Ross said it will be better, but the power to borrow ought to be given to the trustees of each Board and each School section.

Mr. Crooks said the matter could be divided on the question. Some trustees may want to pay their teachers quarterly, and others would prefer to pay annually. Some trustees may have funds to pay without borrowing, and these would not want to exercise their power.

Mr. Ross said that would