

The Huronian

DEVOTED TO COUNTY NEWS AND GENERAL INTELLIGENCE

FORTY-FIRST YEAR.
WHOLE NUMBER 2155.

GODERICH, ONT., FRIDAY, JUNE 8, 1888.

(D. McGILLICUDDY, PUBLISHER.
\$1.50 A YEAR IN ADVANCE.)

WHAT'S UP?

Things That Are Happening Around Us.

Public Questions Must be Ventilated—What Must be Done on the Railway Scheme—How the Citizens' Railway was Packed out of Shape—A Do-nothing Council.

Owing to the spring gardening season being upon us, and other things too numerous to mention, I have not been giving the time and attention to public matters that I should have given, and as a result, things have got in a tangle, and have had knots tied in them so far as the town is concerned, notwithstanding the praiseworthy efforts of the talented quill-driver of THE SIGNAL, who presides on the editorial tripod, to lick things into shape. There's trouble in the camp, wolves in the fold, sheep in the clover, and a "nigger in the fence," all along the concession line, up the side line, down the blind line, around the court house square, and away to the south boundary. What's the matter, eh? Why, where have you been that you didn't hear of the railway agitation which threatened us with three rival routes, and which has failed to materialize because some of our able councillors don't know what to do or say on this great public question. They are afraid to take a decided stand for fear that, although they believe it to be right, it would not suit us fellows on the back streets who have votes; but I want to tell them here and now, that we—and were numerous too—would rather see a councillor come out flatfooted against us than sit on the municipal fence and count noses before casting his influence. The great, broad, enlightened, intelligent, educated, observant, progressive, onward-acting public don't like cards as their representatives, and much prefer men with nerve, power, vigor, gall—if you will have it so—than miserable, mealy-mouthed, whimpering, no-account, spiritless, fear-to-do-evil, and never-do-well alleged public servants, and we've a healthy griet of the same pusillanimous gang misrepresenting us at the council board for the year A. D. 1888.

—We understand an effort will be made at an early date to call a public meeting to discuss the route question in all its bearings, and I and the neighbors hope that when the meeting is held the opponents of the northern scheme will come boldly out of their shells, and advance their arguments against the route in a clear and logical manner, and in the face of day. So far as our town council is concerned, every man should act at the earliest date be placed on record as to the matter of route, and the question—which is the most important, so far as Goderich is concerned of all that have come up in many years—should, if not definitely settled before, be made the question at the municipal polls. I regret to have to say it, although it is a true bill, but some of the members of the present council have outlived their usefulness as public men. There are those among them who have fallen behind in the march of progress, and although credited with years of municipal experience, have only succeeded in obtaining the failings, frailties and weaknesses that long service brings, with out the compensating benefits of wisdom and knowledge in things that pertain to the welfare of the community. The public should relegate them to the infamy for played out municipal hacks at the earliest possible season. There be others, young at the business—municipal colts, so to speak—who were carried on to the wave of popularity because, being without a record, it was thought that, after being broken, they would be able to keep up with the Age of Progress that was apparently about to dawn for our town. But the colts instead of going gracefully to the lead, soon tumbled with some of the old stragglers and learned their gait, with the result that instead of egging on their mates, they tailed the course with them. There is no use on a road track for a spotted colt. Trot them back to the stable next January.

—But while I'm on this subject I might as well ask a question. Why are so many members of the town council also members of the citizens' railway committee, and who had the impudence to pitchfork the town clerk upon the board? It's a well-known fact that the citizens' railway committee was started

some four years ago, because the town council could not be got to move in the matter, and that one of the planks in the platform was that no councillor or hanger-on of the councillor, or any prospective councillor, or prospective headman of the council, or any man with an axe to grind at the council, or any one else in any way under the influence of the Council, should be eligible for membership. In these days the present Mayor Seager, and councillors Morton and Radcliffe were plain everyday ordinary citizens like ourselves, and didn't have an alarming quantity of municipal greatness thrust upon them, and councillors Colborne and Clerk Campbell were holding up the municipal end of the stick. But things have changed since the citizens' railway committee started, and now what was once a derided and low-down organization, sneered at by clerical Campbell, and looked at askance by the councillors as a questionable institution and a purposeless interloper, is now sought in its membership by all the high and mighties that are or hope to be. As I said before, we all know that Messieurs Radcliffe, Seager and Morton got on by straight appointment, but will anyone talk to us when Mr. Colborne became a member, or how Mr. Campbell slid in? I have been told that one evening when Mr. Campbell was doing the work of the janitor, somebody noticed him standing lonesomely outside the rail, and suggested that he take a seat at the board, but I can't touch for the truth of that yarn. One thing is certain, he's there, and he chews up a good deal of time at every meeting in endeavoring to earn his municipal salary by choking off any work that is likely to be done of which the town council would not approve. Now, I'm for rooting out the whole gang of councillors on the board. There isn't any use for a citizens' railway committee if the town council was to do its duty. It's because the council is such a slow coach that the citizens' committee is wanted; and it is absurd that its action on public matters should be nullified owing to the fact that councillors who have no right to sit at its meetings endeavor to whitewash the actions of the council. I have raised the question so that my octogenarian friend, Mr. Thomas Kydd may jump on them with both feet at the next meeting, as it would be impossible for me to work the oracle, owing to there being no such name on the citizens' railway committee roll as

THE FISHERIES TREATY.

The *modus vivendi* being now in force American fishermen can purchase bait and supplies and transport cargo by taking out a license at \$1.50 a ton annually. The rejection of the Treaty by the United States Senate is now quite certain, as it requires two-thirds majority to ratify it and it can only get at the best a small majority.

IMMIGRATION OF CHILDREN.

The department of agriculture has made regulations governing the landing of juvenile immigrants in Canada. The children before being sent from Great Britain must be furnished with a medical certificate that they are free from disease and recently vaccinated. If they reach Canada without these recommendations they will be sent back. Ninety Scotch Crofters passed Ottawa last week for the Northwest and 90 more will be here in a few days more. They get free land in the Northwest and are sent out under the scheme aided by the British government.

A NEW SENATOR.

There are three names prominently mentioned for the seat in the Senate made vacant by the death of Hon. Mr. Ferrier, Richard White, Hon. Henry Starnes and Mr. Desulniers, inspector of penitentiaries. It would be rather hard to appoint Richard White, 72 years of age. If Richard White will take it he is the most likely man. He is 53, managing director of the Montreal Gazette, brother of the late Hon. Thos. White and prominent in municipal and business circles.

THE WIMBLETON TEAM.

When the Sarbatian, now bringing out the Governor General, returns on the 21st, it will carry the Wimbeldon rifle team of 1888 which is now complete and stands as follows:—Commandant, Lt. Col. Chas. J. Macdonald 66th Battalion; Adjutant, Capt. Wright 52nd; Lieut. Smith, St. John Rifle Co., Serjeant, S. Case, Halifax; Gun Art., Lieut. Chamberlain 43rd; Staff Serjeant, Ashall, Queen's Own; Lieut. Fiske, 63rd; Lieut. Dover, 78th; Pte. Duncan, Queen's Own; Pte. Mitchell 13th; Lieut. Mitchell 32nd; Lieut. Gray, Gov. Gen. foot guards; Staff Serjeant, Wilson, 33rd; Serjeant, Adams, 62nd; Serjeant, Short, G. G. F. G.; Serjeant, Marks, 6th Fusiliers; Gunner Campbell, Halifax Gun Art.; Pte. McAfee 1st P. W. Rifles; Capt. McKicking, 44th; Serjeant, Miner 71st; Pte. Morris, 45th; Gunner Wilson, Halifax Gun Art.

THE RECORD TO DATE.

Eleven months of the fiscal year have now expired. The receipts of the Dominion for this period were \$31,132,087, an increase as compared with the same period last year of \$724,636. The expenditure has been \$29,266,000 or an excess of revenue of \$2,404,510. The expenditure generally exceeds the revenue a couple of millions so it will be up and tuck as to whether both sides will balance on the 30th of June the end of the fiscal year.

THE NEW VICEROY.

Lord Stanley of Preston will on his arrival come right on to Ottawa and be sworn in before the Cabinet and Supreme Court in the Senate chamber by Chief Justice Ritchie. He is accompanied by Lieut. Stanley, his son, and Capt. Bagot, extra A. D. C. Lieut. McMahon, his secretary, is now at Rideau Hall. Capt. Colville A. D. C. is detained in England by the expectation of an interesting event in which his wife figures prominently.

CABINET CHANGES.

It is believed by those in the confidence of the Government that other cabinet changes are to follow almost immediately. It seems uncertain whether Mr. Dowdell will be appointed Minister of the Interior, but I believe he will. I also hear the following predictions: Hon. Mr. Bowell, Minister of the Interior, Hon. J. C. Abbott, Minister of

Dunlop.

Several farmers around here are putting up new patent fences.

In full force our township fathers made Dunlop their starting point last Saturday, to spy out the breaks in the bridges, culverts and holes on the roads in township.

A new barn was raised Thursday of last week, on Lorneville farm; a good turnout of willing hands put the building on its base. Its owner, D. Lawson, is doing the framing of the timbers.

One of the saws of the stove works of the sawmill here last week came rather too close to the thumb of the right hand of our townsman, J. Rieley, while working in the mill last week, causing him a trip to town to get it dressed by a doctor.

New Faces.—Thos. Philips, lately out from Exeter, England, has come amongst us to reside, and is attached to the staff of the smithy with a view to learning the stroke of the anvil. Also W. R. Videan, of the circular town, is on the staff of our architect for a term of years to learn the mysteries of the saw and plane. Dunlop welcome them.

Wake up Salford, not the busy hum of your population but your sporting fraternity, particularly those in your village who are fond of the grand game of quoits, for a friendly test with our architect, who with his staff will be in the saline bogs for a few days doing some work for R. Fritzy, and we think they won't send any man who wishes to meet him without making arrangements for a friendly game of quoits any evening of his sojourn at ter six.

FINISHED THE EXTENSION.—Last year our genial friend, Joseph Morris, put up a superb board fence with four wires, partly along the east side of his farm, to see if it would let old bores keep the snow from drifting there, which it did well last winter, only one pitch-hole being seen, and we understand nobody had a bad time coming through the famous drift that used to be there. By the adoption of this new fence with the wires, the great snow mountain that was an annual event for everybody teaming, may never be seen again by mortal and the builder, Mr. Morris, of Garbraid, is to be congratulated on the workmanlike manner in which he built the fence.

Cleveland is the Democratic candidate.

FROM THE CAPITAL.

Latest Political and General News from Ottawa.

The New Minister of Marine—The Fisheries Treaty—Immigration—The New Viceroy—Cabinet Changes—Interesting Notes.

From our own Correspondent.
Ottawa, June 5.—Mr. Charles Tupper, the senior member for Pictou N. S. who has been appointed Minister of Marine as I predicted last week he would be, is the youngest man who has entered the cabinet since Confederation. He is in his 33rd year. Sir John Macdonald was just of this age when he was sworn of office. Mr. Laurier was 35 when he took office in 1877 under Mr. Mackenzie. Mr. Tupper has been ten years at the bar and was first returned to Parliament in 1882.

GENERAL SIR JOHN ROSS.
Mr. Tupper was sworn in as a Privy Councillor at Halifax by General Sir John Ross, commander-in-chief of the British forces in Canada, who is now administering the government of the Dominion. He has just come out from England. Gen. Ross is 59 years old, and entered the army in 1846 and distinguished himself in the Crimea, in India and in Afghanistan in 1880, when Sir Frederick Roberts captured Candahar and for his services received the thanks of both Houses of Parliament.

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Trade and Commerce, Locates, Q.C., Montreal, Solicitor General, Hon. J. A. Chapleau, Postmaster General, Hon. G. A. Kirkpatrick, Secretary of State. Mr. Cartigan retires to an office, and the department of Inland Revenue and Customs will be placed in charge of two Comptrollers who will have seats in Parliament but not in the cabinet and be subordinate to the Minister of Trade. It is no secret that Mr. Chapleau wants a post who will more patronage attached to it as, like Sir John Macdonald, he likes to reward his friends.

INTERESTING NOTES.
Twenty-two fresh vacancies occur in the Mounted Police this month. Earncliffe, Sir John Macdonald's residence and office is being remodelled. The Newfoundland delegates are not now expected here till September or October.

Lieut. Col. DeJardens, M.P.P., for Nova Scotia, has been appointed Deputy Minister of Militia. Those civil servants who have not taken the oath of allegiance will not receive their June cheques.

Hon. Mr. Tupper will seek re-election in Pictou, N. S., before coming to Ottawa.

It is believed Major General Oliver will be re-appointed commandant of the Royal Military College for another term. Mr. Durais the unseated M.P.P. for Nicolet will, it is thought, oppose Mr. Fréchette who will be the Liberal candidate for the Commons. All assistants on geological surveys must in future be volunteers. Formerly they were paid and students went out for the sake of the experience.

The hydrographic survey of the St. Lawrence has been resumed.

Mr. McFarlane, Departmental Analyst, having finished his analysis of water is procuring samples of cheese.

THE EDITOR'S TABLE.

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

THE CANADIAN METHODIST MAGAZINE.
This number completes the 27th volume of this increasingly popular Magazine. The first article is one by the late Anthony Trollope, on the Falls of Niagara. The illustrations are of singular beauty, showing the Falls both in summer and in winter. Warring Kennedy, Esq., contributes a copiously illustrated article on Ocean Grove—the most popular summer resort on the Atlantic coast, an institution which Methodistism has laid its strong hand and consecrated it to the glory of God. The Editor's sketches of "Our Own Country" describe the historic Old Fort at Annapolis, and the picturesque city of St. John. An article which will be read with special interest is a memorial study of the life of Dr. Nelles, by Prof. Royner, a beautiful personal tribute to a noble and noble man. Dr. Nelles is also given. Dr. Carman contributes an admirable paper on "The Church's Working Doctrines"; and Mrs. A. E. Barr's story is continued. A fine announcement is made for the 23rd of June, beginning with the July number. Now is the time to subscribe. Price \$2 a year 20 cents per number. Toronto, Wm. Briggs.

AT THE HARBOR.

Items of Interest to the Boys Who Plow the Great Eastland.

ARRIVED.
Saturday, June 2nd.—H. N. Todman, from Providence Bay with lumber for Secord.

Monday, June 4th.—Ariel from Blind River, with lumber for J. Williams.

Monday, June 4th.—Pinarose from Port Frak, with lumber for J. Williams.

Wednesday, June 6th.—Steamer Sovereign, from Sarnia, bound up the lakes.

Wednesday, June 6th.—Steam barge Belle Wilson, from Sandusky, Ohio, with 400 tons coal for the mill.

Saturday, June 2nd.—Steamer United Empire, from Sarnia, bound up.

DEPART.
Saturday, June 2nd.—H. N. Todman, for Providence Bay for lumber.

Monday, June 4th.—Mary S. Gordon, for Kincardine.

Monday, June 4th.—Ariel, for PARRY Sound, for lumber.

Wednesday, June 6th.—Steamer Sovereign for Lake Superior.

Thursday, June 7th.—Steam barge Belle Wilson, for Blind River for lumber.

COMMUNICATIONS.

We do not hold ourselves responsible for the opinions of our Correspondents. Contributors will be held responsible for their own articles, and for the truth of the facts they state.

Why no Progress is Made.
"Nothing extenuate nor ought set down in malice."—Shakespeare.

To the Editor of the Signal.
DEAR SIR.—Do not for one moment think that I quote the above lines as a sham, for it is my purpose in what follows to stick literally to the spirit of the precept. The council may possibly be unpleasant to some parties, but I sincerely feel that our circumstances at the present time require some plain speaking, and while I adhere strictly to the truth, I shall hold myself blameless in the matter, as I think it may ultimately be beneficial to the town. For a long time it has appeared to me, as well as to others, that such an amount of partyism, insincerity, double-dealing and a species of "sharp practice" has crept into the management of our Citizens' Railway Committee, as to destroy all confidence among the members, and render it almost utterly useless for the purpose for which it was originally intended, and I shall now proceed to lay before your readers a few of my reasons for saying so. You are aware, sir, that Mayor Seager, on every available occasion, makes the statement that the committee has done "good work," and the council have done "good work" in railroad matters, thus insinuating from the civic chair to all outsiders that the two parties deserve equal credit for what has been accomplished within the last four years; whilst all he has ever shown that the council have yet done in the matter is some eight or ten letters written to and received from sundry parties on the subject; and to explain the reach of their several delegations to different places. The labored report however, of their last trip to Ottawa published in the *Star* really reminds one of the shearing of the *Pig* resulting in "much cry and little wool."

Now, sir, I pledge myself to prove to any one who will spend a very few minutes with me, by documentary evidence now in my possession that Ebenezer Woodcock alone did more by intelligent labor in four months to secure competitive railroad accommodation for the commercial interests of the town, than the town council have done within the last twenty years! And, if the people of Goderich do not award that gentleman some slight acknowledgement of his services to cheer him a little under the afflicted circumstances of his family, they do eternal discredit to themselves, and raise a barrier to prevent any one of energy and ability ever again volunteering his services in their favor. When Mr. Jennings the C. P. R. engineer was expected, an arrangement was made between the mayor and Mr. Woodcock that he should be introduced to him, as he would be able to give information or explanation upon such points concerning the railway as might have passed between the General Manager and himself, as secretary of the committee; but no one outside the council was introduced to Mr. Jennings, and councillors Bingham and Jordan were selected to accompany him during his stay; while Mr. Woodcock sat in his room in the Huron hotel about midway between the residences of these gentlemen, and the expense given in my presence was that it was so late—9 o'clock—that his worship could find no other than the two above named! When—at the meeting of 23rd April—I was expressing my disapprobation of the indignity put upon Doctor Holmes—and through him upon the committee—by the council in excluding him from the delegation to Listowel, a muttered dissenting commentary on my statements, was kept up behind me ending with "the poor old man." And when the Mayor in reply threw a doubt on my veracity on some points, my back-biting critic clapped his hands in applause of what his worship had said, and jumping on his feet assured the meeting that though not a councillor now, he knew that they had always entertained the most friendly feeling toward the citizens committee & co.!!—There has been no such display of partyism and forwardness—it was his first appearance amongst us—shown at any of its meetings in the four years of the committee's existence!! But, I submit, sir, that the man who has been graciously permitted to pass the eighty-fifth mile-stone on his homeward journey, in good health, strength and with, I think, an unimpaired intellect, is no fit subject for the pity of any one, and much less so for the mock commiseration of even a druggist—There was another incident occurred that evening, which I cannot yet account for, i.e. that Mr. Mitchell, one of our oldest members, after proposing that we should send three delegates to Listowel to be equal with the council, and after I had seconded his motion, suddenly withdrew it, and proposed that we should only send two delegates, and without a word of explanation walked out of the room.

It is well known, however, that the opposition of the council to Doctor Holmes as a delegate is that at the public meeting in Nov. he declared himself in favor of the northern route, whilst the policy of our town fathers is always to wait, and see if something good won't turn up,—the very worst policy that any corporation can be guilty of. Yet, the *Star* continues to beck them up in this impolitic course, notwithstanding that I have repeatedly heard Mr. Mitchell state that it would be immensely to his advantage if the rail-

road comes by Blyth instead of through Clinton, but it would appear that he has not the courage to back up his convictions even in his own paper. Does it not appear to you, sir, to be very extraordinary that not one of our Crown or county officials, except the county treasurer seems to take any interest whatever in matters of such vital importance to the town, as are the railroad and water-works, yet one is unwilling to believe what almost everybody is really saying that their own bread and butter being sure they care not a cent whether our good town may sink or swim. There is no doubt, however, that we shall see them all on the show ground on Dominion day wearing Tam-o-Shanter bonnets—and perhaps kilts—listening to a "skirl on the bag pipes," just as if that were the greatest event of the age. When I remembered, sir, the remark made by Mayor Seager in Mr. Woodcock's office some eight months ago, wherein he said that "the Clinton people seemed determined to have the railroad he thought that we must just let them have it," or words exactly to that effect, and taking that in connection with the position which he and the town clerk took at the packed meeting in Clinton, where they took part in drafting resolutions in which it was left an open question as to where the Lake terminus is to be; and further, that according to the report of the Listowel correspondent of the *Globe*, of the meeting on the 24th of April, they voted for the line from "Guelph to Elmira and thence to Goderich via Listowel, Brussels, Blyth and Manchester," while the report of this meeting given in the *Star* says, "it was agreed by the meeting that Guelph and Goderich could be expected to commit their respective municipalities to this northern route, as against that urged by Seaford and Clinton, and vice versa, and the vote was taken without including these delegates." A curious discrepancy this, sir, between the two reports I wonder who was the *Star's* reporter? but, be that as it may I must confess that the above and other circumstances have considerably shaken my confidence in our leading men. But, for argument's sake, sir, take the *Star's* report as correct, and tell us what all these expensive delegations mean? If they are not prepared to represent the wishes of their constituents, what do they go for, or rather, why have they not long ago made themselves acquainted with what these wishes are? that could have been done in an afternoon or evening. But no, they, as usual prefer to leave the matter open and have the chance of a few more jollifications at the public expense." The Listowel *Banner* of 26th May, says that "the fate of the railway line projected from Guelph to Goderich largely depends on the people of Guelph. The stand taken by them so far is that they do not much care what route the line takes to the lake. On the other hand we in the north are united, Goderich has fallen into with us." The *Banner* then copies the two resolutions given in your issue of the 18th as approved of by the meeting referred to. But, sir, out comes the *Star* the same date as the *Banner*, as follows:—"There appears to have been an error in the report of that citizens' railway meeting which appeared in the local papers last week. It was there stated that the motion to ask the town council to join with Blyth, Brussels and Listowel in procuring a survey of the proposed northern route was carried, but explanations since made by those who were at the meeting show that this was not correct, the motion being voted down." Now, sir, what in the world can the intelligent people of Listowel and the other municipalities along the line think of the people of Goderich, in thus alternately playing fast and loose with them in this all-important matter of the railroad? Will they believe that there is a thoroughly reliable man amongst us? May they not possibly follow the course still threatened up by Clinton, and look around them for some other lake port and then where shall we be? But, sir, it is full time the citizens' railroad committee was dissolved, for its unprecedented nature as a committee renders it utterly unfit to either do good to the town or credit to itself. At all events, sir, so long as one or two of its members are permitted anonymously to give the lie to the chairman and secretary of any of its meetings, in a local newspaper, it should not include in its ranks, its founder.

Your obedient serv't,
THOMAS KYDD.

Leoburn

IN SEVEN DAYS.—W. Morris supported by two skilful aids, built, nailed and hammered on the boards of a new fence for Geo. Neuberger, besides digging the holes for the posts required for the length, 80 rods, in seven days. Can any brother builder of fences beat this record? If so let us hear from him.

THE NEW PASTOR.—Rev. J. A. Anderson, of Knox church, Goderich, and the charge here, preached his first sermon here on Sunday to a good congregation. In his prayer he asked that the blessing of the Higher Power be with him and his pastor to give strength and will to preach them the glad tidings of the Gospel, and work together in a unity on all things to advance the Gospel teachings in our midst. It is the wish of the people here that he perform the same duties as his predecessor Rev. Mr. Turnbull did when connected with this parish.

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Like tight boots. Nothing removes corns with such certainty as Putnam's Painless Corn Extractor. Beware of poisonous substitutes. Ask for and get Putnam's Painless Corn Extractor at druggists.

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of the said decedent
of which he is
said executor
uses, or any part
perch of whose
have notice at the

PHOUDFOOT,
of for Executor, in
day of May, 1888.

he said late George
to settle them,
the said 15th day
to collect
of the estate must

A. E. 1888.
PHOUDFOOT,
of for Executor.

Brng.

GENERAL AUC-
tioneer, with
able experience
is in a position
satisfactory to all
con. Orders left at
small to my
attended to. JOHN
1887-8

ONE AT SIGNAL