New Advertisements

Clothing—J. Wells.
Wanted—R. Moore & Co.
Lecture—Rev. E. O. Cheeseman.
Queen's Birthday—J. J. Wright.
Spring and Summer Goods—H. Dunlop.

Grand Trunk Railway.

GODERICH STATION.

Trains leave as follows,—

Mail	7.00 a. m.
Express	3.45 " "
Mixed	12.30 p. m.
"	3.30 " "

Trains are due as follows,—

Mixed	11.20 a. m.
Express	2.00 p. m.
Mixed	5.30 " "
Mail	10.00 " "

Huron Signal.

GODERICH, May 13, 1874.

Huron and Quebec Railway.

A week from to-morrow the ratepayers of this town will be called upon to record their votes for or against the by-law to grant a bonus of $100,000 to the proposed Huron and Quebec Railway. The large sum involved makes it necessary that due caution and consideration should be exercised, and that the ratepayers should well consider before they cast their votes for or against the bonus.

There is no doubt that as the town is at present situated, with a municipal loan fund indebtedness of about $95,000, with a further debt of $20,000 for harbour improvements, a balance due on account of purchase of Cemetery, and the amount necessary to be raised every year for street improvements and carrying on the municipal government, to incur a further debt of $100,000 to be paid off in twenty years would make our taxes burdensome, depreciate the value of property and prevent outside capital from seeking profitable investment in our midst. If however the building of the railway would be the means of adding largely to the population of the town, of increasing local trade, and of making our harbour the rendezvous of numbers of vessels laden with the produce of the west to be shipped to eastern markets over the road, then we think the granting of the bonus would prove a profitable investment, one which would pay us a good percentage, and if the good results arising from the building of the road are such as have been experienced in other places, we would be as well able to pay off the increased debt as we are now to pay off liabilities already incurred.

By referring to the by-law it will be seen that the bonus is only to be granted on certain conditions. The sum of $4000 per mile is to be granted by the municipalities between here and Peterboro within one year from the passing of our by-law, and a bona fide commencement of the road must be made at Goderich within one year. The Company is also to guarantee the spending the entire sum granted, or so much as may be required to complete the works here in, thereon. They are also to locate the work and machine shops for the entire line west of Uxbridge in Goderich, and shops to employ not less than one hundred mechanics. They cannot remove the shops for 20 years, and then only on payment of $50,000. They are also to erect within five years, an elevator with a capacity of at least 250,000 bushels. If these conditions are not complied with the debentures issued under the by-law will never pass into the hands of the company or be converted into cash, but will be handed back to the town and destroyed. With these conditions we think the town is sufficiently well secured.

As this is the first by-law submitted, its passing will no doubt have a good effect in other places and be the means of inducing other municipalities to exercise liberality.

Some people express want of confidence in Mr. Fowler, the promoter of road. With him we have nothing to do. We do not suppose he intends to build the road. He thought it a very feasible scheme and obtained a charter, for it, and, if he can secure the granting of liberal bonuses he will probably sell out his interest to a company to build it. The project is a good one, the ratepayers of Goderich are sufficiently well secured by the by-law, and considering the advantages likely to accrue, we think the investment on behalf of the town a good one, and trust therefore to see the by-law carried. We append a letter from Mr. Fowler setting forth the advantages of the road:—

DEAR SIR,—The object of this Company is to run an independent line of railway laid with steel rails from the harbour at Goderich, to Orangeville, and also from the city of London, via Strathford, and thence to Orangeville direct, having a junction at that town, thence by Air Line to Newmarket, Uxbridge, Lindsay, Peterboro, Ottawa, Montreal and Quebec, making it shorter to Ottawa by 100 and Quebec by about 70 miles than by the present Grand Trunk route, being a saving of from 7 to 10 cents per bushel on wheat and in freight, also $3 per head on passengers besides six hours of time saved. The Huron and Quebec will cross and connect with not less than 33 other railways running in the Province of Ontario, all of which will be largely interested, viz:—

1 Grand Trunk	19 Cobourg & Peterboro
2 Buffalo & Huron	20 Grand Junction
3 Wellington, G. & R.	21 Trent Valley
4 do Southern Ex.	22 Cobourg & Marmora
5 Stratford & Huron	23 Kingston & Pembroke
6 London & Huron	
7 Toronto G. & B.	24 Brockville & Ottawa
8 Monck Forest Ex.	25 Canada Central
9 Hamilton & B. W.	26 Prescott & Ottawa
10 Northern	27 Ottawa & Montreal
11 North Simcoe	28 Credit Valley
12 Ontario Central	29 Great Western to Detroit
13 Toronto & Nipissing	
14 Whitby & Port Perry	30 Great Western to Sarnia
15 Beaverville & Lindsay	31 Lon. Int. & Port Stanley
16 Midland	
17 Victoria	32 Canada Southern
18 Bobcaygeon & Peterboro	33 do Hamilton Branch

Making the most complete railway connection in the Dominion. The Company expects bonuses from the counties, towns and villages to the amount of $7000 per mile, and $3,000 per mile from Government. It is the intention of the Company to make this line the very best in the Province, as the grades will be easy, curves very few, and no bridging worth speaking of. It will run right along the water shed, through the whole of Ontario. $20,000 per mile will make a first class road, and $10,000 per mile will equip it with ample rolling stock. It will be able to take 30 cars in a train where the Grand Trunk can only take 20, keeping the working expenses at the very lowest mark, and by that be able to carry freight at a greatly reduced rate, giving the country the whole benefit of the shortest, best and cheapest route to the greatest markets in the world, that is Montreal and Liverpool. Sir Hugh Allan and his friends have taken not less than $800,000 worth of stock in the Ontario and Quebec Railway, besides a large amount of stock in the Northern Colonization road. He is President of these two roads, and it is expected he will control the greatest bulk of the carrying trade over both land and sea from Liverpool to Manitoba and the Far West. The Huron and Quebec Railroad Company are about arranging or making running arrangements with the Great Western Railroad Company from London to Sarnia, Detroit and Port Stanley, so that freight can be shipped at any station in Canada to any station in the United States without transhipment or changing of cars. This will give Canada what she wants to make her railway system centre, and compete successfully for the through as well as the local business for the whole Dominion, also for the entire Western States, it being the shortest route between the Far West and Liverpool by over a thousand miles than by the way of New York or Boston through the States.

JOHN FOWLER,
Managing Director for the Western Section of the Huron & Quebec R. R. Co.

The Scheme for Building the Canadian Pacific Railway.

The following is an outline of the scheme of the present Government for building the Pacific Railway. It cannot but commend itself to the good sense of the country:—

The road is to be divided into four sections. The first will extend from Lake Nipissing to the upper or Western end of Lake Superior; the second from Lake Superior to Fort Garry; the third from Fort Garry to some point between Fort Edmonton and the Rocky Mountains; the fourth from the last named section to the Pacific Ocean at some point in British Columbia. There will be two branches, one from Fort Garry to Pembina; the other westward from the eastern terminus, south of Lake Nipissing, to some point on the Georgian Bay and eastward to some point on the Ottawa River.

The last named branch, which forms part of the scheme foreshadowed by Mr. Mackenzie in his address to the electors of Lambton, is a feature of the undertaking which was not included in the original Canadian Pacific Railway Bill.

A line of telegraph is to be constructed along the whole extent of the railway and the branches in advance of the construction of the road, and as soon as the route has been determined upon.

The Bill enacts—and in this respect it differs from its predecessor—that it may be constructed "either by private enterprise or as a Government work." The Act of 1872 declared it should be made and "worked by private enterprise, and not by the Dominion Government, and by one company." The gauge is, of course, to be four feet eight and a half inches, and the whole general management of the undertaking is to be under the charge of the Minister of Public Works.

Instead of placing the duty of constructing and operating the road in the hands of one corporation, the Bill will provide that the several sections may be divided into sub-sections. The contractors for sections or sub sections will construct and work their respective portions on terms to be settled by the Governor in Council, subject to certain general provisions.

In the Act of 1871 a sum is also voted as the money subsidy to the contracting company. The Act of 1874 will fix a subsidy of ten thousand dollars per mile, a land grant of twenty thousand acres per mile, and a guarantee of four per cent for a given number of years on a sum to be stated in the contract for each mile of the section or sub-section contracted for, the tenders for the work to state the lowest sum per mile for which the guarantee is to be required.

The money subsidy will be paid upon monthly estimates and in proportion to the nature, character and cost of the work performed. The land is to be, as in the former Act, in twenty square mile blocks along the line of road. Care, however, will be taken to provide against land jobbing, by the Government keeping control over two-thirds of the land which is to be sold by them at prices to be agreed upon, the proceeds being accounted for to the Company half yearly in proportion to the works proceeded with. The remaining third will be handed over to the Company in the same proportion. The lands are to be arable and of fair average quality. If such lands cannot be found on the line of the road itself, they are to be alloted elsewhere. The cost of surveys, as in the former instance, will be a charge upon the subsidy.

No contract for any portion of the main line of the railway will be binding without first receiving the approval of Parliament.

In every contract there will be a clause reserving to the Government the right to assume possession of the whole or any section of the railway on payment of ten per cent. in addition to the original cost less the value of the land and money subsidies received.

If it is decided to construct the railway as a public work of the Dominion, the construction will be by contracts first offered to public competition, and the regulations for subsequent management will be made by the Governor in Council. The branches will be subject in the foregoing respects to precisely the same conditions as the main line.

The Bill will also give powers to the Governor in Council to grant bonuses to any Company that may, with grants of land or money from the Province of Ontario, secure the construction of the branch lines extending from the eastern terminus of the main line, to connect with existing or proposed lines of railway in the Ottawa valley. The Governor in Council will also be empowered to make with the Company or Companies owning any part of the said branch railway arrangements for leasing to them any portion which may belong to Government. The leases, however, will not be allowed to exceed a term of ten years, and to be binding must first be approved by the House of Commons. Power is given to the Governor in Council to suspend the progress of the works at any time until the then next ensuing session of Parliament.

The Bill will contain no stipulation as to the time to be occupied in the construction of the road. It creates—as will be seen by the foregoing explanations—no dangerous monopoly, either in land or in the power and influence so vast a work would have necessarily given to any single Company entrusted with its performance. It will recognize the authority of Parliament over the judgment, discretion, and good faith of the Administration to whom the duty of setting the work in motion and letting the contracts is entrusted. The public are already aware of the general intentions of the Government with regard to the construction of the several sections of the road. The views expressed by Mr. Mackenzie last January will, no doubt, be followed. The branch lines connecting the eastern terminus with the Georgian Bay and the Ottawa River, and Fort Garry with Pembina, will no doubt be rapidly pushed forward. The latter only waits for information as to the progress made by the American companies, connection with which it is intended to establish. Without that connection, in fact, it would be next to useless. The route through British Columbia will be beset with difficulties, but every effort will be made to give the people of that Province substantial evidence of the best side of the Government which has succeeded to the one by which they were so recklessly ousted. The section from Lake Superior to Fort Garry is the next that claims attention.

Salt Inspection.

We have received a copy of Mr. M. C. Cameron's bill to provide for the Inspection of Salt and the appointment of Salt Inspectors. The following is a summary of its provisions:—Section 1 provides that no salt manufactured in Ontario after the act takes effect, shall be sold or exported till it shall have been duly inspected, under a penalty of 20 cents for each bushel sold or exported. Section 2 imposes a penalty of $1000, or imprisonment for not more than 90 days, for violation of the act. Section 3 provides for the appointment of an Inspector. Section 4 provides for the division of salt-making territory into inspection districts with deputy inspectors. Section 5 states that the inspector shall be paid by salary and fixes fees for deputy inspectors at a sum not exceeding one cent a barrel. Section 6 fixes fees payable by manufacturers at 3 mills per bushel. The next two sections provide for the swearing in of the inspectors and for their giving proper security for the due discharge of their duties. Section 9 fixes the principal office of the Inspector at Goderich. It is also provided that he shall have no interest in the salt trade. The works are to be visited daily by the deputies, and by the Inspector as often as practicable. The succeeding sections define the duties of the Inspector and his deputies and the assistance that is to be rendered them by the manufacturers. Section 20 provides for the granting of certificates of inspection and for the marking of the packages. Section 21 provides that barrels shall be properly made. Section 22 makes counterfeiting marks and brands a felony. The succeeding sections forbid the packing of salt till it has been inspected and fixes a penalty for doing so. Section 29 provides for salt of an inferior quality—dirty, damaged or condemned—being marked or sold as "second quality." Ground salt is to be marked "ground solar" or "ground boiled" as the case may be. A grade of "fine" salt is also established and a distinction is drawn between what is "coarse" and "fine" in the grain. Salt may be marked "second quality" for imperfect grain. The final clauses of the act impose penalties on the Inspector and deputy inspectors for evasion of the law, and provides for an annual report to the Minister of Inland Revenue, which report is also to be published in some newspaper in the County of Huron.

We understand the bill is pretty generally approved of, though exception is taken to some of its clauses. The Seaforth manufacturers held a meeting last week and determined to ask that its passage be delayed till they have time to consider it more fully. The Goderich manufacturers have taken a similar step. The Goderich manufacturers met and approved of the bill with some slight modifications.

Since writing the above we learn that the bill will not be likely pushed through on account of the opposition it meets with.

A Military College.

The proposal of the Government to establish a military college for the Dominion, similar to that at West Point in the United States, meets with universal favour. The Minister of Militia in moving the House into Committee on the necessary resolutions, last Wednesday, gave an outline of what the college was to be. It was proposed that at first two cadets should be admitted from each Military District, so that the total number would not exceed in the first year more than twenty-two or twenty-four. The officers would be at first, a commandant, two professors, and such other officers as would be necessary to carry on the College on the scale indicated. It was proposed to admit the cadets between the ages of 16 and 21, and to continue their course of instruction four years. At the expiration of every year the same number would be admitted as at the commencement, and a certain number would be prepared to leave. It was not to be supposed that all who entered the school would continue to receive instruction during the full time. Some would be found to be fit for instructing the other cadets, and some might become discouraged and ask permission to leave the school. The number he had mentioned would be kept up, however, and the Government hoped that the institution would be one which would make its mark in the history of the country, and produce great and beneficial results. It was proposed that everything connected with a military education, whether in the branch of artillery or in those of cavalry, engineering, and infantry, should be taught in this school, as well as such other subjects as would be necessary to qualify cadets for all the duties which they would be required to perform in connection with their profession. Some of the forts in the possession of the Government would be fitted up for the college. The expense the first year would be only about $80000. He anticipated great results from the college, the proposal to establish which has met with universal approval throughout the country. The *Globe*, with characteristic selfishness, claims the college for Toronto.

The Pacific Railway.

On Wednesday last Hon. Mr. Cartwright moved the House into Committee on certain resolutions to raise by way of loan a sum not exceeding £8,000,000 sterling for the purpose of constructing the Pacific Railway and the improvement and enlargement of the canals. The Hon. gentleman explained that the object of the Government was not to borrow this large sum at once, but to put them in a position, if they required it, to claim a certain portion of the Imperial guaranteed loan. They intend to push on as fast as the circumstances of the country will permit, the construction of the Railway and the improvement of our inland water communications, and will borrow the money only as it is needed. The resolutions were adopted and a bill founded thereon read a first time.

—A very destructive fire occurred at Toronto on Saturday night last. Taylor's safe works, Currie's boiler works, Smith & Keighley's sugar refinery, Hill's ice houses and a number of other buildings were destroyed. Loss estimated at $250,000.

—The Supplementary Estimates were submitted to the House of Commons on Friday last. They amount to $2,612,046.46.

—The ice bridge at Quebec broke up last Friday, doing immense damage to shipping, wharves, booms, &c.

—No change in the markets worth noting this week.

Point of the Matter Proposed.

A movement is on foot for a Legislative union of the provinces of New Brunswick, Nova Scotia and Prince Edward Island under one Lieutenant Governor and one Local Legislature. The expense of government would thereby be greatly reduced, and there is no difference of nationality or other sufficient cause to keep them separate. While Ontario has an area of 189,000 square miles and Quebec is much larger, the three provinces have only 49,494 square miles among them. Ontario has a population of one and a half millions and the three provinces only 700,000. These provinces would do well to unite, and though there may be difficulties in the way, there are none that may not be easily surmounted. We trust to see the union speedily consummated.

LOCAL NEWS.

MUSIC.—Goderich Silver Cornet Band will play on the Square every Friday evening, weather permitting.

TROUT FISHING commenced the first of this month. The weather has been too cold for the sport to be engaged in to any great extent.

A QUARTER OF A CONVERTED belonging to Mr. Attrill was burned at the Ridge on Saturday morning while being caught from bush fires near by.

TRESS.—We observe that a number of trees have been set out by different parties in front of their property. It is not too late yet to attend to this matter.

THE SALT MARKET.—We understand the salt market is rather dull. Several sales have been made as low as 90 cents per barrel and bulk salt at $4.20 per ton.

LADIES AND GENTLEMEN requiring visiting cards would do well to call at the SIGNAL office. We have received a large stock which we are prepared to print in good style and at low rates.

QUEEN'S BIRTHDAY.—Our enterprising friend J. J. Wright, intends having a celebration of the Queen's Birthday at the Point Farm Hotel. See advertisement and bills.

DUST.—We understand a movement is on foot to have the Square watered this summer. The dust does more damage to the goods in the shops than the cost of watering would amount to.

TO BE SOLD.—W. M. Savage having again gone into mercantile business, will sell his Grist Mill near Kintail, by auction, on Thursday, 4th June, at Trueman's Auction Rooms in Goderich. Here is a chance for an investment.

SODA FOUNTAIN.—Mr. Jas. Vivian has imported a very handsome marble soda water fountain which he will shortly have in full operation in his restaurant. When the hot dusty weather comes a cooling draught of its contents will be very acceptable to thirsty mortals.

RUNAWAY.—Mr. James Doyle's horses took it into their heads to run away last Wednesday afternoon while he was unloading goods in front of Ball's store near the SIGNAL office. They made for their stable, scattering the goods in the waggon along the road.

Y. M. C. A.—At an adjourned meeting of those interested in the formation of a Young Men's Christian Association, held on Friday evening last, a Constitution and By-laws were adopted. Rooms have been secured over the Post Office, where the next meeting will be held next Friday evening, when a President and a Monthly Journal will be agreed.

THE WAVES WHIPS.—Mr. Hayes has sold his yacht *Water Witch* to Mr. Charles Wells, who is having her fitted up as a steam yacht to run between Goderich and the Point Farm. The engine and boiler are under way at the Goderich Foundry.

TUCKERSMITH.—Mr. Cameron's bill to attach Tuckersmith to the South Riding passed its third reading in the Commons on Friday. The Tories are awful mad about it. They call it an outrage &c., &c. They didn't think it an "outrage" for Sir John to gerrymander the county in 1872 to try and defeat Mr. Cameron. Oh, no.

FIRST BOAT.—The *Manitoba*, the first boat of the season for Lake Superior, arrived here on Sunday morning from Sarnia, with a full load of freight and a large number of passengers. She lay here till midnight. A number of persons from Cayuga and other places who have been waiting here for some days took passage by her. The *Manitoba* only goes as far as Fort William this trip. The *Ontario*, one of the new boats, will leave Sarnia tonight and Goderich to-morrow morning, for Duluth.

WOOD'S HOUSEHOLD MAGAZINE, for May is to hand and has an abundance of excellent reading.—The number before us contains among other articles a paper entitled "Poor Jack," by F. W. Holland, in the interest of seamen; "The Child in the Church," by Mary Hartwell; "Kin and Kad," by H. V. Osborne; "Dumb Days," by Caroline B. LeRow, and some good poetry. There are several illustrated articles, Fashions, Architectural Designs, &c., &c. Price of Magazine one dollar per year. Address, WOOD'S HOUSEHOLD MAGAZINE, Newburgh, N. Y.

COUNTY JUDGE'S CRIMINAL COURT.—Elizabeth Amy was brought before Judge Toms on Monday, charged with stealing some $28 from Mary Ann Barker. When arraigned she pleaded guilty. Mr. Lewis, County Attorney, stated that as the money was nearly all recovered and Elizabeth Amy being married and having an infant some 2 months old in her arms, and her character having been hitherto good, he would pray the Court for as light a sentence on the prisoner as was compatible with the ends of justice. Prisoner was sentenced to three weeks in County Jail.

THE SEYMOUR.—The well known propeller *Wm. Seymour*, which has run for some years past between Goderich and other ports on the eastern shore of Lake Huron, having been purchased by Captain Murray McGregor and others, has left for her new route between Collingwood, Owen Sound and Sault Ste Marie. Before leaving here she was thoroughly overhauled and fitted up, so as to have increased accomodation for freight and passengers. Her speed has also been increased. Though missed on the old route she will no doubt become a favorite on the new, especially as Capt. McGregor is to command her in person.

SPRING has come at last. On Sunday the weather grew quite warm and for the last two or three days the grass has began to look green and the trees to put forth their buds. We do not feel like making any poetry on the subject but append what Josh Billings says relating to the vernal season,—"Spring. Hail butuous virgin! 5,000 years old and upwards, hale and hearty old gal, welcome to this spot and parts adjacent. Now the birds jaw, now the cattle holler, now the pigs squeal, now the geese warble, now the kats sigh, and nature is frisky; while the cockroach is singing Up in a Balloon, and Coming thru the Rhi. Now may be seen the muskeeter, that gray outlined critter of destiny, solitary and alone examining his last year's bill, and now be heard with the naked ear, the hoarse shanghai bawling in the barnyard."

THE TECUMSEH.—We mentioned some time ago that Messrs. Hyslop & Ronald of Chatham, owners of the steam barge *Tecumseh*, had made arrangements with the Grand Trunk Railway to have that vessel run between Goderich and Milwaukee or Chicago during the coming season. She reached here on Wednesday last on her first trip, with a cargo of nearly 38,000 bushels of wheat, consigned to Montreal, and after discharging at the elevator left on Friday. The *Tecumseh* is, we understand, the largest vessel of her description navigating the lakes. Her dimensions are as follows,—Length 200 feet, breadth of beam 33 feet, depth of hold 14 feet, capacity 40,000 bushels. She draws 14 feet 6 inches when loaded. She has three masts, two boilers on main deck surrounded by iron, compound double engines of 450 horse power, fuel consumed ¼ ton of coal or ⅜ cord of wood per hour at average speed of 9½ miles. She is furnished with a Glasgow double cylinder steam crane specially adapted for the salt trade for hoisting and lowering quickly. She returned light, but after this will have return cargoes of salt. The *Tecumseh* is commanded by Capt. Atwood, and we sincerely trust she may have a profitable season.

CIRCULATION.—Our local contemporary is in the habit of stating that it has the largest circulation of any paper published in the County. The statement is a wilful and deliberate falsehood. Under the caption of "Windy," the last issue of the Seaforth *Expositor* thus refers to the matter:—We notice that the Goderich *Star* has frequently of late taken to its readers that it has "the largest circulation of any paper in the County." We have no doubt but the *Star* enjoys as liberal a patronage as its merits entitle it to, but it should not reiterate a statement which it knows to be incorrect and which every man and boy in its office knows to be incorrect, and which every intelligent reader in the County might know to be incorrect. We make this statement, not boastfully, but for the information of an unfortunate advertiser who might be deluded by the misstatements of our windy contemporary, that the Huron *Expositor* has more than twice as large a circulation as the *Star* ever had, has now, or ever will have.

Fire.

TOTAL DESTRUCTION OF THE STANDBY SAW MILL AND STAVE FACTORY.

LOSS $25,000. INSURANCE $3,000.

On Sunday morning about half past twelve o'clock, our citizens were roused by the alarm of fire. On looking out it was evident that a large fire had broken out in the east end of the town, and on proceeding thitherward it was found that the saw mill and stave factory of R. W. Standby & Co., was in flames from end to end, and that it was doomed to destruction. The new Sibley steam fire engine was on the ground as quickly as possible, and was placed by it well to the centre of the yard, which being fed by a pipe from the mill pond, the Huron Hose furnished an abundant supply of water. As soon as the hose was laid and everything was ready to work, and the attention of those who were present was directed towards preventing the fire from spreading along the sheds which extended towards the Square Salt Works on the South, and which were filled with staves, heading and stave bolts, and towards the Canada Salt Works on the North. A quantity of lumber and stave timber was removed, and there being a plentiful supply of water, and the engine working admirably, the fire was confined to the building in which it originated. When first discovered, the building, which was of frame and filled with saw dust, shavings and other combustible material, was one mass of flames, and nothing whatever was saved from it. The engines and boilers are comparatively uninjured, but the valuable stave, heading and hoop machinery which it contained are entirely destroyed. In addition to the mill, a large quantity of lumber, staves, &c., &c., was burned and the total loss will amount to about $25,000, on which the only insurance is a policy for $3,000 in the Western. Several cars were standing on the track of the Grand Trunk Railway just across the street from the burning building, and as a stiff west wind was blowing at the time carrying the flames towards them, they would have been destroyed had they not been removed.

The origin of the fire was no doubt accidental. The water was blown off the boilers the night before and the whole place around them thoroughly wetted by the aid of a small fire engine on the premises, and it was thought everything was left perfectly safe. A spark might however smoulder for hours among the saw dust and suddenly burst into flames, although to outward appearances it may think there is not a spark in it. We understand the fire originated in any other way than accidentally. A watchman is usually kept on duty but he happened to be off at the time. A man named Charles Poulton was severely burned, he having gone into the mill while it was burning and barely escaped with his life.

This catastrophe has thrown quite a number of men and boys out of employment, and will affect the coopers and salt manufacturers, as many of them depended on the works for their material for barrels. We trust the proprietors will see their way to rebuild.

Re-Arranging the Ridings.

DEBATE OF MR. CAMERON'S BILL TO ATTACH TUCKERSMITH TO THE SOUTH RIDING.

Mr. Cameron (Huron) moved the House into Committee on an Act to amend the Act 35 Vic., cap. 13, detaching the township of Tuckersmith from the Centre Riding, and to annex it to the South Riding of the County of Huron. He said that four-fifths of the residents of Tuckersmith had asked to be detached from the Centre Riding and attached to the South Riding. He admitted that the change would cause some discrepancy in regard to population but the effect of it would be to render the form of the South Riding more convenient than at present.

Mr. Bowell said he thought the party to whom the hon. gentleman belonged was in favour of representation by population, but to add Tuckersmith to the South Riding of Huron would not be in accordance with that principle. He found that the Centre Riding contained about 22,000 electors, and the South Riding 25,211. It would therefore be manifestly unjust to still further increase the discrepancy by the addition of the township of Tuckersmith to the South Riding.

Mr. Cameron said that the hon. gentleman was not so anxious about this point when the constituencies were arranged by the late Government. He reproduced, amid the laughter of the House, Mr. Rymal's celebrated plan of the Centre Riding of Huron.

Mr. White (Renfrew) would like to know if the Government were going to allow Bills like this to pass through the House. If one county was to be permitted to make such changes as this, he did not see why every county should not have the same privilege.

Mr. Monteith endorsed the views of Mr. White.

Mr. McDougall said that late in the session of 1872 certain townships were taken from the North Riding of Renfrew and added to the South Riding, for no other purpose than to serve the political ends of the late Government. (Hear, hear.) If these townships were re-attached to the North Riding its population would be nearly the same as that of the South Riding.

Mr. White said he believed the townships in question were taken from an unorganized district.

Mr. Kirkpatrick held that if this Bill was passed it should not be allowed to come into force until after this Parliament, because if for any reason the representation of South Huron in this House should become vacant before the dissolution of this Parliament, and another election take place, the township of Tuckersmith would be having two votes for representation here to one which each of the other electors would have.

Mr. Dorion said that when Ottawa and Hamilton were allowed two members each the same persons obtained two votes who only had the before. The reason of this was simply that the arrangement would favour a particular party, but the hon. gentleman did not rise then to make any objection, (Hear, hear.) The late Government had also found it convenient to divide the city of Toronto into three constituencies, because they thought by doing this they would carry two of them and perhaps the three. He thought they should pass this Bill in order to remedy an injustice done by the late Government (Hear, hear.)

Mr. Kirkpatrick said that two wrongs did not make a right, and if the late Government had not done right that was no reason why this Government should do wrong.

Mr. Rymal rose, amid laughter, with his diagram in his hand. He said that when the iniquity with regard to this county was perpetrated, he was one of those who raised his voice against it. He always thought it was the duty of a Government to redress the wrongs which had been committed by their predecessors. An outrage had undeniably been committed on the people of the South Riding of Huron, and he now charged their duty in not having brought in a Bill to remedy the wrongs done by the late Government in their redistribution of seats. He again exhibited his diagram to the House, and pointed out a wing which he said it was now proposed to chop off. He wanted to have the wrong which had been done to this county redressed, so that if his hon. friend from South Huron were turned out of Parliament, he would have a fair chance to come back again.

Mr. Tupper said that the Hon. the Minister of Justice was labouring under a wrong impression when he said that the Huron Government originated the plan of two votes to each elector. The county of Halifax, including the city, returned two members.

Mr. Dorion said the arrangement was not made by the Dominion Government.

Mr. Tupper said it was done under the Union, and under the Interim Election Act. The citizens of Halifax embraced a very large Protestant and a very large Catholic population, and he was sure there was not a member of this House who would not agree with him that it was wise and judicious to prevent when possible, large bodies of persons holding opposite opinions either national or religious, from being brought into antagonism. If the City of Halifax, or the City of Ottawa, returned only one member each, they would on the occasion of each election have a great struggle between the Protestants and Catholics as to who would be their representative. But, allowing them to return two, both of these important parties were in a position to be represented in the House. He would remind the honourable member from Wentworth that his diagram, which afforded the House so much amusement, would lose a great deal of its force, if it were known that its extraordinary configurations were very much owing to the arrangement of the townships in the national survey of Ramsay, the County of Huron. The principle of representation by population was one of the great fundamental doctrines for which Reformers had fought, and some of them died perhaps (cheers), and were they now to be told that the principle was to be thrown overboard? The figures which his hon. friend from Hastings had quoted to the House showed there was about 22,000 electors in the North Riding of Huron, and 25,211 in the South Riding, and it was now proposed to take the township of Tuckersmith, which had about 3,000 electors, from the North Riding and add it to the South Riding, thus giving a representative to 19,000 electors on the one hand and only one representative to 28,000 on the other. He could not believe that this Government, which was too strong to need to do anything of this sort, would go back on their past professions, and show the people of this country that these professions were untrusted. He hoped if the Bill was allowed to pass at all there would be a sufficiently strong sense of propriety among hon. members to prevent it from going into force until after this Parliament.

Mr. Currier said he thought the principal reason for not dividing the City of Ottawa was the existence of two races and two religions whom it was not desirable to separate. He thought equally good reason existed in Hamilton, and whenever the late Government made any changes he had no doubt there were good purposes to be accomplished.

Mr. Cameron (Huron), in reply, showed the absurdity of the division which had been made of the County of Huron by the late Government, and showed that for their benefit they proposed to make the natural and proper one. He thought the last man on this earth to speak of representation by population was the hon. member of Cumberland, who was a member of a Government which passed a Bill so clearly in Opposition to that principle as the Bill of 1872. He showed the effect of the annexation of the township of Dunn to the electoral division of Haldimand, and pointed out that any Government which could be guilty of such a political dodge could make none other than hollow pretension to attachment to the principle of dual representation. He criticised what he considered their evident purposes in the divisions made of the counties of Wellington, Brant, Simcoe, and Elgin, and he contended that with regard to all these counties, a great wrong was perpetrated for political purposes. He had undoubted faith in the present Government, but like the hon. member for Wentworth, he thought they should have dealt with this question themselves. He believed, however, they had such a press of business upon their hands that they had not the time, and he therefore thought it was his duty to take it up.

Mr. Farrow characterized the hon. gentleman's argument as buncombe. He seemed to think that because others had done wrong in was their bounden duty to do wrong too. He believed the division of the county in 1872 into three ridings was the best that could have been made under the circumstances, gographically. The divisions were equal according to population. In a political aspect the division of the county was really equal. He understood that the hon. member had stated that the Government intended to help him through with the bill.

Mr. Cameron: I never said anything of the kind.

Mr. Farrow said he would accept the explanation of the hon. gentleman. He thought, however, that the hon. gentleman might have waited until the next session before he proposed the division. If this division were made, the result would be immediate political warfare in the country. If the hon. gentleman was so fortunate as to get Tuckersmith added to his constituency, he would have 200 Reform votes added to the eighty-five majority he had at last election, and he would certainly have it all his own way. He thought they ought to pause before they went any further. The bill ought not to pass at this time. It would be better if it was put off until 1881, when the division ought to take place again. By that time they would probably be entitled to more members, because now they were entitled to three and a half members. He expected in 1881 they would be entitled for four members.

Sir John Macdonald regretted that a Bill of this kind had been brought in by a private member, and complained that the Bill had been read a second time, just as any other private Bill would have been, without a word of explanation. The Government, in his opinion, were initiating a vicious and dangerous system by allowing a private member to introduce and carry through a Bill affecting the representation of the country, and he contended that when Parliament, with all the facts before it, had resolved upon certain boundaries for the various electoral districts in 1872, according to the British North American Act, that division should be allowed to stand for ten years. Without imputing any motives to the hon. member for Huron, as he had no right in a Parliamentary sense to impute any motives, he remarked that the hon. member had been elected by a not very large majority, that a petition was filed protesting against his election, and that he was afraid in case the election was declared void people outside would say that he was afraid to go back to his old constituency and therefore desired to have a Reform township added to it in order to better his chances. He defended the Bill for the re-distribution of the seats in 1872, which, he contended, was as fair and just as was possible under the circumstances, and he repeated that he thought its provisions should be allowed to hold good for the ten years contemplated by the Confederation Act. The Bill was a dangerous precedent, and would lead to the introduction of innumerable Bills for the purpose of adjusting counties to suit the private purposes of members and partisans.

Mr. Cameron (Ontario) believed there was no principle which was more violated in 1872 than that of representation by population: The hon. gentleman alleged that 300 Reformers had been taken away from South Bruce for party purposes, which might have been death to the Reform party in that constituency.

Sir John Macdonald said the charges were utterly unsupportable.

Mr. Cameron said they were all disgusted with the rascality of the late Government in their dealings in that matter.

Dr. Orton said there was a difference of 11,000 between the North and Centre Ridings. The Reform Party, as everybody knew, desired representation by population, and he was surprised to see the Government encouraging a measure which would not only destroy the principle of representation, but which struck at the liberties and rights of the people of this country. He defended the late Government's action in the matter.

Mr. Mackenzie said the principles laid down by the right hon. member for Kingston, as to the members of the representation of the people, were perfectly correct; and he entirely concurred in many of his remarks. The right hon. member for Kingston had said that he should be one great infringement of the great electoral law; but when he went on to defend himself and to accept the benefits of the Government of which he was defending he came heavily in opposition that which equally in his own district. While he (Mr. Mackenzie) admitted the general principle that a bill seriously affecting the representation of the people must be, as it should be, directly under the charge of the Government, he was not prepared to admit that it was absolutely essential that every bill of this kind should be brought in by the Government. The best answer that he could give in that was by reminding the hon. gentleman of the bill introduced by the member for Joliette in 1865 for altering some boundaries for electoral purposes. In 1868 the hon. member for Terrebonne introduced a bill to alter the boundaries of that County for electoral purposes. Where then was the cry of the right hon. gentleman for the sacred principle he was so anxious to raise to-night? (Hear, hear.) He had laid it down also that it was quite improper that any member should have his constituency changed at any time during the existence of a Parliament, even if it extend five years; but that he should go back to the same body of constituents who had elected him. But he would ask the right hon. gentleman, who changed the Township of Dunn? The position of the Government was simply this. They did not choose to bring in any general measure for the electoral representation of the people. Neither did they choose to take upon themselves to say that a flagrant violation of territorial boundaries should not be redressed by such a measure as his hon. friend behind him had chosen to bring in. He proceeded to reply to the charge of inconsistency brought against him by the hon. member for Cumberland, and reminded that hon. gentleman of his conduct with regard to the measure for the division of twenty-four counties in the Province of Ontario in 1872, and said it would be very difficult to explain why he (Mr. Mackenzie) should vote against what he had voted for on that occasion, simply because he happened to be sitting on the Treasury benches.

Mr. Stirton complained that the hon. member for Centre Wellington had not stated the case fairly as regarded the Ridings of Wellington.

Mr. Mitchell approved of the present bill, but deprecated the principle countenanced by the Premier, which was going to prove detrimental if carried out in its entirety, as by it any member would, if a supporter of the Government of the day, be able to fix a constituency to suit himself.

Sir John Macdonald remarked upon the singularity of the fact that, despite all Mr. Stirton had said, no opposition had been offered to the settlement of the constituencies of Wellington.

The House having gone into Committee,

Mr. Bowell said the carrying into effect of the motion of Mr. Cameron would be a violation of the principle for which the Premier had so much contended, viz., that of representation by population.

The bill was reported with amendments.

County Items.

Rev. John Ferguson of Burnside has been presented with $175 and an address.

Mr. Peter Ferguson late of the Township of Grey, died at Manitoba a few days ago.

Brussels is to have its sidewalks put in thorough repair.

Mr. Foster of Clinton has sold his woolen mill building with the carding and fulling machinery. He will move the rest of the machinery elsewhere.

A daughter of Mr. John Kennedy of Tuckersmith died of cerebro-spinal meningitis on the 3d inst.

Seaforth is to have a grand celebration on the Queen's Birthday.

Kerr & Worth are giving up business in the Seaforth foundry.

Knox Church, Brussels, is closed for repairs.

Exeter Oddfellows will hold an anniversary on the 20th of May.

Miss Verity, organist of Exeter W. M. Church has been presented with a purse of $50 and an address.

Mr. McTaggert of Clinton, recently injured by jumping from a G. T. R. train near Atlas Craig has been brought home. He is progressing favourably.

J. Johnson has sold his farm near Blyth to A. Rutherford of Clinton for $3,100.

Londesborough is growing. It expects to be an important station on the L. H. & B. railway if that road is ever built.

An unsuccessful attempt was made to rob the St. Lawrence Bank at Wingham last week.

Mr. Robert Miller of Morris was thrown from his buggy a few days ago and had both bones of his ancle broken and the ancle dislocated.

Colborne.

TOWNSHIP COMPETITIVE EXAMINATION.