[From our Railway Supplement.]

COUNTY COUNCIL.

SPECIAL RAILWAY MEETING.

THE REVAL CEATION ON THE STUMP!

A COUNTY BONUS TO THE LONDON LINE VOTED DOWN.

GODERICH, 25th and 26th April, 1871.

The Council met at the Court House on Tuesday, 25th inst., at 4 p. m., Robert Gibbons, Esq., the Warden in the chair.

PRESENT:

Horace Horton, Goderich;
W W Farrar, Clinton;
S G McCaughey, Seaforth;
W Sheppard & D Patton, Goderich T'ps;
Simpson and Castle Stanley;
Brown and Carrick, Hay;
Greenway and Yearly, Stephen;
Bishop and Willis, Usborne;
Cresswell and Dallas, Tuckersmith;
Leckie and Macdonald, Grey;
Snell and Moon, Bullett;
Shannon and Hays McKillop;
Kelly and Holmes, Morris;
Scott, E Wawanosh;
Girvin and Gaunt, W Wawanosh;
Messer and Cornyn Turnberry;
Perkins and Gibson, Howick,
Armstrong and Dalton, Ashfield;
Young, Colborne.

THE WARDEN explained that he had received a requisition signed by eleven Reeves, asking him to call a Special Meeting of the Council to consider the propriety of granting a County bonus to the London Huron and Bruce Railway. He thought the requisition of sufficient importance to warrant him in calling this meeting. They were now assembled and it was for them to consider if the state of the funds and the benefit to be derived from the railway would justify them in granting a bonus. If a majority of them thought so, the question would go to the people. At last regular meeting a resolution was passed to lay this matter over till June, but he supposed this would not interfere. The clerk would read the requisition.

THE REQUISITION.

To the Warden of the County of Huron.

Sir, We the undersigned, Reeves and Deputy Reeves of the County of Huron, request you to call a special meeting of County Council, at as early a day as practicable, for the purpose of submitting a By-Law to the ratepayers to grant aid by way of bonus to the London, Huron and Bruce Railway

Seaforth 6th April 1871.

John Leckie, Reeve of Grey
Thomas Greenway, Reeve of Stephen
Thomas Kelly, Reeve of Morris
George Willis, Dep. Reeve of Usborne
S. G. McCaughey, Reeve of Seaforth
Archibald Bishop, Reeve of Usborne
W. J. R. Holmes, Dep. Reeve of Morris
James Dallas, Dep. Reeve Tuckersmith
James Hays, Dep. Reeve McKillop
W. J. Shannon, Reeve McKillop
Arch McDonald, Dep Reeve of Grey

MR. SIMPSON thought the action at last Board remained intact. Could they, at this special meeting, rescind the resolution passed to lay the matter over till June?

MR MACDONALD heard his name read as a signer of the requisition, but disclaimed it. He was not present at the meeting and did not sign it.

MR ARMSTRONG would like to have the Warden's opinion about the legality of discussing the question now, after the resolution in regard to it at last regular.

THE WARDEN thought there could be no objection.

MR YOUNG after a pause, thought the gentlemen who were instrumental in calling the meeting should explain themselves. They were not in Church and the members need not sit silent.

MR SNELL suggested to begin with the first signer of the resolution.

Mr. LECKIE said the requisition originated in a meeting at Seaforth. It was considered better to have a special meeting of Council. The London people said, if the County was to give a bonus, which he thought they should do, it would be advisable to have it given at once, that the work might be gone on with this summer.

He said a deputation was present and it might be desirable to hear them.

MR BISHOP gave his reasons for signing the requisition, He got a notice to attend a meeting at Clinton, but was not able to be present. He saw however, through the press, that nothing was done there. He then got a notice to attend the Seaforth meeting and did so. Three parts of Usborne were ready to give a bonus. At Seaforth the grouping of certain townships was talked of. He said there that he did not believe in the grouping system. In his opinion, the whole county should build this line, as they did the last. The old Railway was to give a County bonus. He was prepared to give a County bonus whether the route was by Clinton or Seaforth. The London deputation was ready, if the County gave a bonus, to allow the County to say where the line should be located.

MR GREENWAY fell in with Mr LECKIE's views that it would be best to hear the deputation. He came there as a representative of Stephen. His township paid a large share of the Buffalo and Lake Huron bonus. Stephen was ready to give its share, but so few Townships would receive accomodation that the burden would come heavy, and a County bonus would be the fairest plan. He did not care whether the line went by Seaforth or Clinton, as either way would benefit Stephen. The people who pay the money should locate the road. When they voted for a bonus they could vote for the route.

MR. CRESSWELL thought the Council might be moved into Committee of the whole. It would give greater freedom of discussion and they could hear the deputation. He moved accordingly, seconded by Mr Horton.

MR MCCAUGHEY was of opinion the Council was called together for a special purpose, and it was not competent to go into extraneous matters. They were called together to vote, and he thought they could not do anything else.

The general feeling was in favor of hearing the deputation and the motion was carried.

MR SHANNON then took the chair and called on

[illegible] came forward with pleasure and would make his remarks as brief as possible. A remark was made in this town last winter that no men of character were connected with the London line. Their proposed mode was certainly different from the usual. They had gone to no large capitalists, who looked to obtain a very considerable benefit to themselves. If they had taken the usual course, the road would have literally been handed over to the capitalist and his friends, and the cost would have been $20,000 a mile. Such an expenditure would inevitably necessitate expensive tariffs and too heavy an impost on the County. Coming for a bonus, under such circumstances, it would have disappeared into the pockets of contractors. They intended to build the road cheaply and work it faithfully.—They thought they were doing wisely in fixing on the narrow guage, on the ground of the best English experience. The Engineer of the Welch line said that a 2 ft 6 gauge, in comparison with 4 ft 8 gauge would only require half cost of construction and half cost of working. Deciding on this, they could build and equip their line for $12,000 per mile. For 100 miles this would take $1,200,000. This could be made up as follows:—

London $100,000
Government bonus 200,000
County bonuses 500,000

And after that they would only have $500,000 more to raise by stock and bonds. If an efficient railway could be got for that expenditure, they were putting a great boon in the way of this County. It was said London's $100,000 was not equivalent to Huron's $250,000. To make a slight comparison

London population	20,000
That of Huron	40,000

The assessment of London is $6,000,000
He would put down assess't of Huron.. 16,000,000

On this basis they were paying their share. To London the line would not be an immediate gain. They were inviting in making it a large amount of competition. While the reason of Huron would have an immediate gain. Every farmer within reach of the place would be $400 richer at once. London was doing her duty, he thought they could agree with him. Very ill-natured things were said about them by a gentleman at Clinton. They could not carry a railway to every man's door. He had expressed the opinion that if the County gave the bonus the County should have the line. The onus was thrown on them by the reeves, and they (the projectors) formed it. They did so, as they thought it would benefit pay the shareholders. They were not, however, bound by that position. They were willing to return to their old position and the County locate it. He taught it was too bad for Clinton to turn round and throw oyster suppers their faces. His only remembrance of an oyster supper was one given them at Clinton. They wanted the stock to be divided among all interested in the making of the line, and the rate-payers of Huron would get a chance to have their full share. Their motto in carrying freight would be promptness and despatch. There would be no more heaping up of grain at Grand Trunk depots.

Mr PERKINS said as there was a Hamilton deputation here it might be best to hear them turn about.

MR ADAM BROWN, Hamilton, said their object was not to enter into discussion with the London men. They only wished to make a plain business statement in reference to the Wellington, Grey and Bruce line through North Huron. They would be very happy to make this statement, when the Council was pleased to hear them.

Mr GREENWAY thought the Hamilton people had an equal interest in coming here and it would only be right to hear the deputations turn about.

Mr WOOD, Hamilton, they did not come here asking a County bonus. They did not wish to enter into a controversy. They were asked by Reeves to come here. What they would ask would be township bonuses from the Northern Townships interested, and it would be almost impertinent in them to speak now.

MR. LECKIE suggested that there was a certain rivalry between the two lines and he thought it would only be right to hear the deputations turn about. The arguments of both parties should be before them.

MR ADAM BROWN was ready and would begin. His duty was very pleasant to him, to place a plain, business, matter of fact statement before them. He had not intended to refer to the statements of the London men until they went to the municipalities. The W. G. B. is now in course of construction. He had to anticipate remarks that might be made by speakers from London to follow him. The first charter was got in 1854—no Hamilton men were then on it. In 1864 another charter was got, but no Hamilton men were on it. In 1867 the Hamilton people took hold of it and saved the charter by paying $30,000. 10 per cent on $300,000 of stock. A mean fellow in the city tried to put the affair into chancery to stop the work. This caused delay for many precious months, before that mean fellow could be fought and beaten. In consequence of that delay a summer of immense rain and a winter of immense snow came on them. However they completed their first section to Grand River. Then they had to contend with an interdict from Evora and also the Toronto men, who, he was informed, were 6 inches taller than the London men. They line was now opened to Alma running three trains per day, keeping time the whole winter. They will open to Harriston between 1st and 15th Sept and they will be in Paisley within the time of the By-Law. The contract was now being let through the whole County of Bruce. The commenced their road on the principle of bonuses from municipalities the bonds deposited with the Treasurer of Ont., payable only on the certificate of the Engineer that work was being done in that municipality and bearing no interest till that time and not before. When the By-Law was first before the County of Bruce he was sent to Kincardine. He went unwillingly, but gave them a history of the road. From that he went to Lucknow and propounded to Mr Campbell the identical scheme they now wanted to carry out through North Huron and South Bruce. The people were too wild then about the Toronto line to listen them. When the Toronto people broke faith and withdrew, then they came back and took up the territory, and mean to keep faith with the people and carry out the undertaking. They were now prepared to locate a line, have it surveyed, and come before the municipalities to ask their aid. They have power in their charter to issue bonds of $12,000 per mile, as good as guaranteed by the Great Western. The lowest sale of these bonds has been 85 cents on the dollar. It was all nonsense to say a railway could be built without foreign capital. They would as soon expect to sail up the falls of Niagara as build the Wellington, Grey and Bruce without the assurance that they had the Great Western at their backs to make their bonds saleable and run the line when built. The market of Huron is not London, or Hamilton or Toronto. The market is the States and the criterion of the best line is the one to give you the highest prices at your own station. The Reeves will be told London had paid higher prices for produce.- Common sense would tell them that a line taking a route like a very crooked elbow would have to charge more freight; which would reduce prices. What confidence could they have in the success of a line so built. He claimed that Hamilton was the great outlet for the seaboard. He would ever stand for reciprocal trade with our American neighbors, each country standing to its own flag and institutions but amicably interchanging products. They would be told the gauge is 5 feet 6. There will not be another rail laid more than 4 ft 8½ and those already laid will be changed by Dominion Day, and the cattle-buyers of the Union will carry cattle in Great Western cars straight from your doors to the American market. If a cattle fair was being held here—these 3 ft cars what on earth could be done with them? If the big beasts get into them—would the cattle-buyers take them, even if he got them in, to London, tranship there for Hamilton and thence to Suspension Bridge? No, Brother Jonathan knew money's worth better that that. He would try to find the nearest gravel Road to the B. & L. Huron and [illegible] shipment. It was all very well to talk of Port Stanley. It was not bad for water in summer but what use is Port Stanley in winter. As their wheat was sold, summer or winter, they wanted to crack it off and let it go to market. They have kept their pledges and promises and were prepared with the Great Western's aid and influence to survey North Huron and South Bruce to come before the municipalities with an agreement from the Great Western to run the line, and to build it with the aid of the municipalities. Under these circumstances would they support this London three foot arrangement?

MR MURRAY ANDERSON, London, said they did not intend their line to be under the control of any road. They intended it to be independent. London has done for those the amount of railway building and other improvements that Hamilton had. They proposed their road as a local enterprise. It would be impossible to carry out the enterprise unless reeves could agree to sink local feeling and go for the general good. London had provided the bonuses as far as the line of Huron—$100,000 and if Huron gave enough to take it to Bruce, that County would take it to Kincardine. If the County of Huron give the $5,000 per mile—$200,000 per mile besides would be spent in the County. He had heard it said the County didn't want it. It would, he contended, be either a benefit or an injury to Huron. Would it be for their benefit to do their carrying business in their County or to give it to the W. G. and Bruce to take out of their County.

Adjourned to 7 p. m.

The Council resumed at 7 p. m. the Warden in the chair. It was moved by Mr Farrar, seconded by Mr Young, that the Council adjourn till 9 a. m., Thursday morning. Lost on a division by one vote.

"The Council again went into Committee of the Whole, Mr Cresswell in the chair.

Mr WOOD, Hamilton was sorry he had to speak, as he could only referee Mr Brown's remarks. Of course they did not pretend to touch the South part of the County. He spoke to the Northern reeves. He repeated the assurance that the line would be surveyed at once and built, if they got bonuses. They had sold part of their bonds in England at par, paying 5 per cent of the cost of their rails in bonds at par. He referred to the Welsh Railway, which was only a single line running from a slate quarry to the sea shore and not a great trunk railway such as was wanted for Huron. In India again the choice was between a narrow gauge and an ox-cart, and he would confess the narrow gauge was an experiment, and the Toronto, Grey and Bruce, while boasting about having their line open and rolling stock ready, did not venture to run it in winter, and when the snows were falling on the track they had to send something on before to push them off. He closed in the same terms as Mr Brown, that it would be 100 miles nearer to parts of the State by Hamilton than London. They asked the extension of time from Bruce for the main line only to enable the contractor to push on the Branch from Harriston to Kincardine, that he might not be cramped, and for no other reason. They are prepared to finish the road within 18 months of the time the bonuses are deposited with the government. In ten days they will be prepared to survey the route, come forward with plans and specifications and ask for bonuses. Without bonuses they could not build the line and would not pretend to.

Mr ATKINSON, London, was not sorry to meet their Hamilton opponents as the rivalry between cities incited to enterprise. He upheld London as a distributing centre. Instead of produce remaining at Port Stanley he would say that at London there would be four means of exit to the United States. The era of broad gauges for local traffic had passed away. What they meant to build was a local line for the convenience of Bruce, Huron and Middlesex. The dividends of the Great Western and Grand Trunk were paid from local freight. The rails would be 3 feet wide but the cars would be 8 and 9 feet wide. He read an extract from the *Telescope* (The Hamilton men responding by ironical cries of Hear Hear). He then described the service to be obtained by the Loop line and Southern line to Buffalo, claiming that it was shorter than to Buffalo *via* Hamilton. The Goderich Salt was the finest in the known world and they wanted convenience to take it to Ohio and New York.

Mr CHISHOLM, Mayor of Hamilton, appeared in the interests of Hamilton. The London people had a special meeting called for them and they (of Hamilton) thought they should be represented. They were now in a position to continue and complete their line. He dilated at length on the advantages of Hamilton as increasing in population, property and wealth, always able to meet her indebtedness, and to carry out any obligation she might undertake. He then thought the Northern Reeves should see it to be to their interest to support the Hamilton project.

Mr. FLOCK, London, retorted on the Hamilton men as sticking their noses in wherever a railway bonus was asked. They even went down as far as Kent on one occasion, to oppose the Canada Southern. It was too late to come here sneering, before an intelligent audiance, about narrow gauges, which had the highest engineering authority on their side. The Hamilton people never asked for the amendment of their charter until they saw the London people coming up to grant railway facilities to Huron and Bruce. He did not come here to dictate the location, but thought the County had a right, as they gave the aid, to locate the line. The table of distances was in favor of the London route. From Wingham to Buffalo via Hamilton was 189 miles, while from Wingham to Buffalo via London was 167 miles. The Hamilton people came he said talked glibly about having the Great Western at their back. The Great Western Directors in England never gave a single promise or guarantee in the matter. The Hamilton people boasted that their bonds sold at 85 cents on the dollar, and insinuated that City of London debentures would not sell for that much. He could tell them that he sold the City of London bonds a few days ago for 94 cents on the dollar. There was a little matter he wished to call attention to. The Hamilton line would not carry cordwood at any price. The London line was ready to carry it at a fixed rate. This would be no small boon to a county where cordwood abounded.

Dr HOLMES wished to know, when they spoke about locating the route where the County proper, if they meant they would accept any route fixed upon by Goderich for example.

Mr FLOCK only aimed to what were known as the Eastern and Western routes by Seaforth or Clinton.

Dr HOLMES. Is there no other alternative?

Mr FLOCK. He had only heard the eastern or western route spoken of.

Mr ADAM BROWN spoke in explanation. In reference to the *Telescope* quoted by Mr Flock. The press, types and Editor were all sent up to Walkerton from Toronto, for the purpose of killing out the Hamilton scheme, and remained at Walkerton a month. They had sat down the little chap into a corner now, that he could only say, the station at Walkerton was not properly located. He could not deny that the road was not going on, and when their trains ran into Walkerton, probably all he would be able to say would be that the cars were not properly painted. It had been endeavored to make capital out of the fact that they had not with them a written guarantee of support from the English directors of the Great Western Railway. He could assure them that the Executive in Canada was with them heart and soul, as he read a letter from Mr Price to show, and the consent of the English board was an absolute certainty. He begged to call attention to clause 16 of the London, Huron and Bruce charter—a very mysterious and mischevious clause indeed. It bound the Trustees to get from Municipalities giving bonuses, the bonds within six weeks from the adoption of the By-Law and turn them into cash. Interest would commence at once, and, if the progress of the Railway was stopped in any way, the bonds of the Municipalities having passed into the hands of purchasers, they might be called upon to pay the principal, though there was not a sod turned the County.

Mr CHURCHER, in reply, said Mr Brown offered the accommodation of his line to two townships in a corner of the County, the rest of the townships he gives up to the tender mercies of the Grand Trunk. They knew what the Grand Trunk did for them, leaving their produce at the stations, while the produce of the States is being carried through, till the markets are glutted and prices fall. He contradicted the assertions of Mr. Wood in reference to the narrow gauge, citing in support of his views the opinions of the most eminent engineers, as expressed at the meetings of the British Association.

Adjourned to 9 a m to morrow.

26th April, 9 a. m., 1871.

The Council resumed, the Warden in the chair—all the members present.—Minutes of yesterday read and approved.

Moved by Mr D Patton, sec'd by Mr T Simpson, that this Council do now adjourn—withdrawn.

Moved by Mr Castle, sec by Mr Snell, that a vote be taken for or against a County bonus to the London, Huron and Bruce Railway—withdrawn.

Moved by Mr Leckie, sec by Mr Messer, that this Council submit a By-Law to grant a bonus of $200,000 to the London, Huron and Bruce Railway and a bonus of $300,000 to the Wellington, Grey and Bruce Railway.

Mr McCAUGHEY, said that a motion was out of order, as this meeting was called for the specific purpose of granting a bonus to the London, Huron and Bruce Railway.

Mr LECKIE would leave the question of order to the Warden.

THE WARDEN could not but rule the motion out of order in terms of the notice.

Mr GREENWAY.—The Hamilton deputation professed to come here to make a simple business statement. Instead of that, they had shown themselves to be nothing but obstructionists in every sense of the word. If ever the Kincardine branch of the Wellington, Grey and Bruce was built, he would give his head for a football. He knew the south of Bruce intimately and there was no confidence in the scheme there. The difference between the conduct of the London deputation and the Hamilton was very striking. Mr Churcher's statement was simple, truthful and business like. Mr Brown's simple statement was to speak of our scheme—the scheme that is to open up the county north and south—as "that thing", "that 3 foot arrangement and he kept on with such unmitigated abuse for over an hour. I pity Mr Brown if ever he comes to the southern part of the county. It is not a question of gauges with us. It is a question of narrow gauge or no road at all. Are we to throw aside a line, measuring the length of the county, for one running across a corner of it? It behoved every body else in the Hamilton men to do as they had done. They were listened to not of right, but of courtesy, and they presumed on the privilege.

Mr. PATTON always thought it required a majority of the County Council to call a special meeting. A 'hole and corner,' or minority meeting was held in Seaforth and agreed to what they would like. What did Mr. Greenway know but the Wellington, Grey and Bruce Railway might be the line of the majority? If the minority can call a meeting and do as they like, what use is there of going by a majority at all?

Mr. PERKINS. At a meeting of the Reeves was called at Clinton and they were against a County Bonus. The Seaforth meeting was a packed meeting, and no Reeves unfavorable to the scheme attended. He thought 4 zone townships whose officers got the special meeting called should pay the expense of it.

Mr. MOSSER thought Mr Greenway was under a mistaken impression in regard to the Townships to be benefited by the W. G. & B. R. R. Morris, Grey, Turnberry, Howick, the two Wawanoshes and Ashfield would all be benefitted. Seven townships were interested and most of them were prepared to give as large bonuses to the Wellington as Stephen would give to the London.

Mr. KELLY. Mr Messer must be better posted about the Hamilton line than the projectors themselves. They would not say where it was going after it left Harriston. He thought the line was just a bogus concern to 'frighten' the London line, they spoke like business men but when the Hamilton men stood up there was nothing came out of them but 'Bamboozle.'

Mr. MESSER said the route of the road was very well known and he thought Mr. Kelly knew it himself.

Mr. GIBSON thought it was too bad to speak of the Hamilton deputation as interlopers. These gentlemen came here by request of Howick Council. The Howick people would have to pay $17,000 or $18,000 as their proportion, if thirty-law was carried. Strange how feeling could warp the judgment! Mr. Greenway was delightfully "simple" when he said these gentlemen had no right to address this Council. They have just as good a right as the men of Stephen's choice. Howick votes $20,000 to secure accomodation for itself, while Stephen, which already has better, when it wants more accomodation asks the whole county to assist it. It would be pretty nice, under these circumstances, for Mr Greenway to shut the mouth of Howick.

MOTION.

Moved by Mr. Moon, sec. by Mr Castle that a vote be taken whether or not they should submit a by-law to the people to grant a bonus of $200,000 to the London Huron and Bruce Railway.

Dr HOLMES was sorry Mr Leckie's motion was ruled out of order. He would be inclined to help the Wellington Grey and Bruce, and when it would be legal he would bring up a motion for a bonus. He did not believe it would be built, and if it was not, it could do no harm to vote a sum that would never be required. While if it was built and the money had to be paid, it would be a good thing for some of the Northern townships.

Mr Bishop thought Mr Patton should have taken his stand of to-day at the session yesterday. If wrong to vote today it was wrong to discuss yesterday.—He was sorry for Mr Messer's position.—At Seaforth he said he had given up hope of the Hamilton line, and would go in heart and soul for the London. Then again, Mr Gibson says it would be outrageous to do now what he moved or seconded should be done in January. Mr Gibson had no right to speak against the Seaforth meeting; there all expressed their desire to leave out Howick from contribution to the County bonus. The southern part of the County urgently required the London line.

Mr MESSER took the same stand now as at the Seaforth meeting, and was not put about regarding his position as some of the Reeves seemed to be. Why were they were unwilling to vote the $100,000 for the Hamilton line, when they asserted it would never be needed?

Mr Bishop said they were not unwilling to grant the $100,000, but Howick refused to take it. Why? Because the Hamilton people were afraid of, and wouldn't allow them to accept.

Mr LECKIE urged the matter on the ground of generosity and fair play, and on account of the assistance the quarters to be benefitted had given to schemes for the benefit of other sections. The burden would not be severe.

Mr. GREENWAY combated Mr. Bishop's position that they were willing to support Mr. Leckie's motion. He explained that he, like others, got a circular from the London directors calling the meeting at Seaforth. He supposed there that if the ratepayers of the Township of Howick had committed themselves for $20,000 to the W. G. and B. R. they should be left out of the scheme now proposed.

AMENDMENT.

Mr. GREENWAY moved and Mr Bishop seconded that no action be at present taken on the question of a By-Law to grant a bonus to the L. H and B. R but that the matter be deferred till next meeting of Council, that more definite information be got in reference to the route of both the H. and B and W. G. and B.

Mr GREENWAY made this motion with a view of getting the route to Township and see how they could best go and carry out their scheme. Just as soon as he got this motion he heard Mr. Gibson say it is another. The past shows that he came here with his mind made up to do as the By-law, which ill became men pretending to seek the development of Huron.

Mr. PATTON couldn't see the use of calling this meeting and then resolving to defer the matter, just as they did in January. Would it be better to settle the matter to-day. If the parties who called the meeting thought the Council should be prepared to vote to-day, why are they afraid of the vote? If they thought they would not be prepared to vote why did they call the meeting?

Mr LECKIE objected to the latter part of Mr Greenway's amendment, about the route. It was perfectly well understood there were only two routes in dispute and he was quite willing to let the thing stand or fall now on its merits.

Mr GREENWAY just brought his motion to get out of the mess. He did not wish the Council to vote down the scheme. He put the motion to get away from the Council and let the Townships do their own business.

Mr CRESSWELL thought the matter should be voted on "yea" or "nay," and not have in June a rehash of the whole question. The action here would not interfere with the action of the Townships. On the amendment being put against the motion,

There voted for the amendment—Willis, Yearly, Simpson, Kelly, Dr Holmes, Messer, Macdonald, Greenway, Bishop, Hays, Shannon, Dallas, Leckie, McCaughey, Brown,—15

And for the motion—Dalton, Armstrong, Cornyn, Carrick, Sheppard, Patton, Gibson, Gaunt, Girvin, Castle, Snell, Moon, Horton, Scott, Perkins, Farran, Cresswell, Young—18

A majority for the motion of 3. The motion was then put when there voted

YEA—Leckie, Hays, Bishop, Greenway, Messer, Dr Holmes, Kelly, Yearly, Cornyn, Willis, McCaughey;—11

And NAY—Young, Brown, Cresswell, Dallas, Shannon, Perkins, Scott, Macdonald, Girvin, Horton, Moon, Snell, Castle, Gaunt, Simpson, Gibson, Patton, Sheppard, Carrick, Armstrong, Dalton Farran,—22;

So that the motion was lost by a majority of 11.

Moved by Dr Holmes,

That a By-law be submitted to the ratepayers to grant a bonus of $200,000 to the London, Huron and Bruce Railway.—No Seconder.

Mr CHURCHER thanked the Council for the kind attention they had given the London deputation, and assured those who supported the London line that they did not go away discouraged, being confident in the success of the appeal they would now make to the townships.

Mr ADAM BROWN thanked the Council for the patient hearing granted to the Hamilton deputation and assured the northern reeves that the work would go on just as he had promised. Engineers would be out to survey within 10 days and the construction of the line commenced as soon as necessary aid was granted. Adjourned.

The Dead Sea.

THE EFFECTS OF A BATH IN ITS WATERS—THE SEA OF DEATH.

A recent traveller in Palestine thus describes an experience which those who have shared it are in little danger of forgetting:—"Bathing in the Dead Sea produces as novel a sensation as if you found yourself suddenly

ENDOWED WITH WINGS,

and emulating the feats of a tumbler pigeon in mid-air. You become a clumsy float, a top-heavy buoy, a swollen cork, the instant you are in its waters, and arms, legs, and body are apparently endowed with the strangest qualities. It is as if heavy weights were affixed to each directly you attempt to move, and experience swimmers fail in their best strokes, by reason of the unnatural buoyancy with which they have to contend. Your limbs are on the surface, and you cleave the air with your hands the moment you try to swim, and the man who would be drowned as soon as he was out of his depth in any other sheet of water in the world is the one best fitted for bathing in the Dead Sea. He cannot sink in it do what he will. It is as if he were

ENCASED IN LIFE-BELTS,

or sprawling on a feather bed. If he lean back and throw his feet up, it is exactly as if he were resting in a peculiarly well stuffed easy chair, with a leg rest to match. He may fold his arms, turn on one side lie flat upon his stomach, or back, slap his knees with both hands, or draw toes and head together in the shape the human body would assume if crammed hastily into a jar with its extremities left out, and with no more possibility of sinking than if he were so much soft sand. Woe to him if he be tempted by these unusual facilities to stay long in the water with his head uncovered! The bare and rocky walls of the low-lying cauldron which holds the Sea of Death reflects back the burning sun and concentrate its rays, and a coup de soliel will be the all but inevitable consequence of his imprudence. Two of our party entered the water and remained in it some seconds before they recovered their heads, and the result was severe shooting pains, sickness, and dizziness, which lasted until their immersion, an hour later, in the refreshing waters of the Jordon.

GLUE WHICH WILL UNITE EVEN POLISHED STEEL.—A Turkish receipt for a cement used to fasten diamonds and other precious stones to metallic surfaces, and which is said to unite even surfaces of polished steel, although exposed to moisture, is as follows;—Dissolve five or six bits of gum mastic, each of the size of a large pea, in as much spirits of wine as will suffice to render it liquid. In another vessel dissolve in brandy as much isinglass, previously softened in water, as will make a two-ounce phial of strong glue, adding two bits of gum ammoniac, which must be rubbed until dissolved. Then mix the whole, with heat. Keep in a phial closley stopped. When it is to be used set the phial in boiling water.

When a farmer loses a horse, or an ox, or any other animal, instead of leaving the carcass to be devoured by dogs or crows, he should cover it with six or eight times its bulk of earth, and thus arrest the fertilising gases which will be thrown off in the process of decomposition. By so doing he would secure a quantity of manure which would pay him five times over for the trouble it would cost him; for there is very little land in the older portions of the state, which might not be greatly improved by the application of fertilisers.

—Twelve inches of snow fell at Hereford, Quebec, Sunday last.

The first Free Mason's lodge has been installed in Rome.

Dissolution of Partnership.

NOTICE is hereby given that the partnership heretofore existing between CHARLES CHURCH and WILLIAM H. FISHER as Farmers in Colborne has been this day dissolved by Mutual Consent All Debts owing to the said partnership, are to be paid to Charles Church who still remains here. All claims against said partnership are to be presented to Charles Church by whom the same will be settled.

March 24th. 1871 w10-3t—*

JOHN BELL GORDON.

NOTICE IS HEREBY GIVEN, THAT J. B. GORDON. Barrister of Goderich, is not my agent and has no authority to receive any money for me or on my account.

D. McDONALD.

Toronto 31st March 1871. sw64-1m

EXCELENT LAND.

COVERED with Maple and Beech. 10 miles from Goderich. For sale cheap, being easterly 111 acres of lot 5, con 4, Eastern Division. Ashfield, Apply to THOS WEATHERALD, Engineer & Surveyor Goderich,

Feb. 16th, 1870. sw51-tf—

MASONIC APRONS

FOR SALE AT H. GARDINER, & Co's.

Goderich, 5July1870. w

IMPORTAN NOTICE.

F. R. MANN,

House Sign & Carriage Painter!

DESIRES TO ACQUAINT THE PUBLIC THAT he has fitted up a shop on North street next to the Wesleyan Methodist Church, with varnish room attached where he is prepared to fill all orders promptly, and at reasonable prices Thankful for the patronage of the last 7 years solicits a continuance of the same.

Now is the time to Paint your Cutters, Sleighs, and Carriages.

Orders from country Carriage shops attended to with dispatch.

Sign Painting, Gilding, Graining, Glazing, Paperhanging, &c., &c.

F. R. MANN.

Goderich, Aug. 15, 1870 sw1

NOTICE OF REMOVAL,

MR Frederick Armstrong, Land Agent, has removed his office to Mr. Hugh Dunlop's building, next door to the Post Office, first flat. Farms and Wild Lands for sale and Money to Loan on very reasonable terms

Goderich, Nov. 28th 1870 sw28-tf—

Maitland Salt Well

PLATT'S PATENT EVAPORATOR,

The undersigned is prepared to

FURNISH No. 1 SALT,

IN ANY QUANTITY AT THE

Lowest Price,

FROM THE ABOVE WELL.

S. W. DETLOR.

Goderich, Aug 15, 1870 w30

COLBORNE HOTEL,

GODERICH.

E. MARTIN, Proprietor.

Good Accommodations. Ample Stable Room.

This is admitted to be a First class house kept in Good Style.

August 15th, 1870. swl-tf

Notice to Debtors

ALL PARTIES INDEBTED TO THE LATE FIRMS of Robinson & Yates and Robinson & Howell, are requested to settle up with me on or before 31st Dec and save costs, as after that date all accounts will be sued.

Wm. ROBINSON.

Goderich 12 Dec. 1870. sw23

CHEESE, CHEESE.

Shephard & Strachan,

GROCERS, GODERICH

HAVE been re-appointed sole agents at Goderich for the sale of the celebrated Exeter Factory Cheese.

Local dealers supplied at the Factory Prices.

SHEPHARD & STRACHAN.

Goderich, Aug15 1870 w30

SIGN OF THE BIG PADLOCK.

Best Hardware and all Cheapest

Mason Fruit Jars $2.3. ½ per do

CUT NAILS

White Lead, Oils and Varnish

AGRICULTURAL TOOLS

Coopers' Tools. kinds.

H. GARDINER & Co.,

Markt Square, Goderich

Aug. 26th, 1870.

YOUR WANTS NOW SUPPLIED.

THE Subscriber having purchased a choice lot of timber and also having the most approved machinery, will be able to supply any quantity of

PINE AND CEDAR SHINGLES

at the shortest notice and the lowest price. He is also prepared to pay the highest price for pine or any other timber suitable for making shingles delivered at the Nile.

PETER LEONARD.

Nile, Feb. 4th. 1871. sw48-2m—*

U[illegible] HOTEL,

ZURICH, CO. HURON

JOHN PRANG, - - Proprietor.

This house is fitted up with every convenience for the travelling public,

Good Stabling and prompt attendance

Aug 15, 1870. w15-tf

MRS. DAYS' HOTEL WROXETER.

ON the direct road from Seaforth to Walkerton. Every necessary accommodation for the travelling public.

HANNAH DAYS.

Commercial Hotel, Mitchell C. W.

JOHN HICKS, Proprietor. This is the largest and best Country Hotel in Western Canada, and carries as moderate as any House in Mitchell. Stage Proprietor. Good stabling for 100 Horses. Horses and Carriages for Hire, on Shortest Notice. 14-7

Extensive New Premises AND SPLENDID NEW STOCK

C. Barry & Bro.

Cabinet Makers, Undertakers & Wood Turners,

HAMILTON ST.

Have removed across the street to the store next door Wm. Acheson's Harness Shop, where will be found

A GOOD ASSORTMENT!

of Kitchen, Bedroom, Diningroom, and Parlor Furniture, such as

TABLES,
CHAIRS (hair, cane and wood seated)
CUPBOARDS
BEDSTEADS,
WASH STANDS,
MATTRESSES
LOUNGES,
SOFAS.

WHATNOTS, LOOKING GLASSES

GILT FRAMING.

C. B & B are prepared to sell everything in their line

Cheap for Cash.

N. B A complete assortment of Coffins and Shrouds always on hand and a Hearse to hire; all on reasonable terms,

A CALL SOLICITED.

Goderich, 15

New Butcher Shop OPPOSITE HENRY MARTIN'S HOTEL, HAMILTON ST.

THE Subscriber has pleasure in intimating that he has opened a Butcher Shop at the above address And he will be prepared to supply the choicest quality of meats at a lower price than elsewhere in town.

Give him an early call.

Orders delivered in all parts of the town.

ROBERT MCLEAN.

Goderich March 7th, 1871. w7—

FOR SALE

That Valuable Tavern Stand

IN the village of Dungannon, known as the 'Prince of Wales' Hotel, where a good and increasing business has been done for the past 10 years.

ALSO EIGHT ¼ ACRE VILLAGE LOTS

all situate on the Main street of the Village, adjoining the Tavern, and very suitable for stores or other business purposes.

Also 50 Acres of Land

About ¼ a mile South of the Village, on the gravel road, the best clay, 35 acres cleared and the balance in fine sugar bush. Excellent new house and barn and good water.

To be sold together or seperate. Apply on the premises or by letter prepaid to

D. SWIFT.

Dungannon, March 24th 1871. w11-3m—

Wanted to Purchase.

A GOOD SALT WELL, if with buildings erected, preferred. Address with full particulars and price. "A." SIGNAL Office.

Dec. h, 1870 w32-tf—

BRANTFORD BREWERY

THOS. SPENCER, PRO,

Spencer's XXX Ales & Porter
Spencer's Bottled Ale in Fine condition,
Spencer's Ales in Puncheon, barrels and Half barrels, at the

GODERICH DEPOT,

MARKET SQUARE.

GEO. GRANT.

Goderich, Jan. 10th, 1871. sw41-1y—

FARM FOR SALE.

A RARE CHANCE.

THE PROPERTY OF THE LATE ANDREW Garvey, being the South Half of Lot, No. 28 north of the town Plot, Ashfield, Co. Huron, 100 acres; first class land. 70 acres cleared; with buildings and orchard.

Terms Very Reasonable. Full particulars as to price &c, &c. to be had at the Office

DOYLE & SQUIER,
Barristers Goderich.

Goderich December 22nd 1870

FOR SALE.

AN OPEN BUGGY, AS GOOD AS NEW FOLDING seat behind, for Sale cheap.

L. CAREY,

Goderich March 2nd 1871. w7-

TO LET, A TWO STORY house, near the Market Square. Apply to

L. McINTOSH.

Goderich 20th, Feb. 1871. sw52-tf

TWO FARMS for SALE

FOR sale two very valuable FARMS in the Township of Goderich. For particulars apply to

JOSEPH SHAW, Huron Road.
Goderich Township

August 15, 1870 w30

HOUSE TO RENT OR SELL

WITHIN 10 MINUTES WALK OF the COURT HOUSE, containing 8 rooms kitchen and pantry, with good garden, cellar and well. Apply at this office, or to

ROBERT WILSON.

Goderich, Feb. 28th, 1871. sw54-1m—*

VALUABLE TOWN & PARK LOTS FOR SALE.

LOTS 390, 389 and 387 on Brittania road, and about thirteen acres on lot No. five on Maitland Concession in Township of Goderich, within one mile of the Town. For particulars apply to A. M. ROSS, Goderich.

Goderich, Feb. 6th. 1871. sw48-tf—

TO SELL

THE EAST HALF OF LOT NUMBER 8, FOURTEENTH concession of Hullett, on the boundary line between Blyth and Walton, post office each way. Good hardwood; watered with a never failing creek and never failing spring. Also will close by the house Forty acres cleared, well fenced, 77 acres in all. Log house and barn, a thriving orchard, 8 kinds of plums, black white and red currants, pears, red and yellow gooseberries. For further particulars apply on the premises. TO RANKIN LAWSON and his Mother

Aug 15th, 1870. w30-tf

FARM FOR SALE,

LOT 10, CON. 10, W. D. COLBORNE, 100 ACRES, 90 cleared, good dwelling house,