Huron Signal,

GODERICH, NOV. 10th 1870.

Sandfield and the Rebels

The *Star* says:—"The editor of the *Signal* seems to have gotten his brain rather muddled of late. In his last issue, he describes the supporters of Mr Sandfield McDonald as supporting a government that treated with the murderers of poor Scott. Now what on earth has the Ontario Government to do with the Manitoba affair, or with reception of the delegates from that province. We have always thought it was Dominion Government that managed that affair."

We do not deny that the Dominion Government managed *that* affair. We are aware that they nabbishingly agreed to set a premium on treason and sneer at loyalty, and that the *Star* sustained their course. We know too well that they deigned themselves to hob-and-nob with ruffians responsible for the murder of a brave man who stood up like a hero for the rights of a British citizen; that they sent these same ruffians home with a handsome pension under the false name of traveling expenses, and that the *Star* sustained their action. We can scarcely control our indignation, as we remember how they had the audacity to snub as disloyal men upon loyal settlers from Fort Garry and refuse them justice on robbers and murderers; and yet the *Star* sustains their policy. Had Sandfield nothing to do with all this? Is he really the falsely accused innocent the *Star* desires to depict him? Unfortunately, the system of dual representation placed Sandfield in a position, where he might have manfully, as Alexander Mackenzie did, stood up for the supremacy of the law, the honor of the Dominion and fair play to Ontario. Did he hasten to embrace the opportunity? Nay, verily! Cartier had only to whisper his desire to wink at the outrages of his cousins, the half-breeds, and to hint his intention to make Manitoba a French-speaking Province, when John A. bowed submissively and John S. dared not venture to whine disapproval. The M. P. who was so false to Ontario at Ottawa is utterly unfit to be her Premier at Toronto, and we are confident our opinion will be sustained by the verdict of the electors.

IMMIGRATION TO MANITOBA.

The future rank Canada shall take among the nations of the world will depend very much on the manner in which the settling of new territories is aided and encouraged. Ontario is specially interested in this work and should bestir herself in regard to it. On the 3rd of August the "Northwest Emigration Aid Society" was formally organized in Toronto and the following officers elected:—

President, W Cannifi, M D; *Vice-Presidents*, Hon J McMurrich, Hon M C Cameron; *Treasurer*, Peleg Howland, Esq.; *Secretaries*, Hugh Scott, J E McDougall; *Executive Committee*, Hon W McDougall, C B, M P, A McL Howard, John Hallam, G R Kingsmill, G M Rae, W H Howland, K McKenzie, Q.C., G T Denison, jr., W Arthurs, W A Foster, J D Edgar, R Graham.

We quote section 5, article 7, of the Constitution which fully explains the objects the Society have in view:—

"It shall be the duty of the Executive Committee to procure and direct the publication of information as to the best and cheapest routes for emigrants to the North West, to make arrangements with Railway and Steamboat lines for a system of through tickets for passengers and freight, to encourage the formation of Emigration Companies, to appoint proper agents on route, to establish Branch Associations throughout the Dominion, to communicate and make arrangements with the General and Local Governments for the prompt settlement of Emigrants upon lands in the North West, and generally to take such measures as may be lawful and expedient to accomplish the objects of the Society. The Executive Committee shall have power also to fill vacancies amongst the officers or in their own members."

If properly conducted, this Society may do much to aid intending emigrants, in their search for a comfortable home, by showing them where they can locate to the best advantage and how they can, most economically, reach their destination.—We shall have pleasure in from time to time publishing the information acquired by the executive committee. This committee has been already in communication with the government, in the endeavor to ascertain the intended land policy, but received no satisfactory explanation. The circular received by us, concludes in the following terms:—

"It is submitted that further information from the North West is not required to enable the Ottawa Government to decide upon what terms and conditions it will grant lands, because the Government had at its elbow last session leading men from all sections of the Province, and a Committee of the Senate, including a member of the Government, took evidence at great length upon all the points that could possibly be needed to determine a land policy; and that evidence was published and in the hands of the Minister when he wrote the above letter.

The Committee does not feel called upon to indulge in reflections of a political tendency, or to look about for the possible motives of a policy of delay, indecision, and administrative deputation. But in the circumstances they can only express their regret at what appears to them a great mistake on the part of the Government, and a hope that it may be promptly remedied. In the meantime, emigrants and settlers must be guided by the law and the custom applicable to their case. The law provides that the land policy of the new Province is to be determined and modified from time to time, at Ottawa, and not at Fort Garry. It declares that "all persons in peaceable possession of tracts of land at the time of the transfer, in those parts of the Province in which the Indian title has not been extinguished, shall have the right of pre-emption of the same." This rule applies to the [illegible] does not appear that the Indian title has been extinguished [illegible] Province. It may be presumed, we venture to say, that the people of Canada still not permit their Government to treat Canadians emigrating to Manitoba, less favorably than the half-breeds and foreigners who happened to reside within its limits previous to the 15th of June, 1870. Persons now settling upon unoccupied lands may therefore expect, that when the Government finally adopts a land system, they will be entitled to a pre-emptive free grant, or to purchase, in the same manner as others.

The Committee cannot advise emigrants to proceed to Fort Garry with their families this winter. The expense will be much greater, both as to transportation and house accommodation on arrival, than in the early spring. An arrangement is being made with the Steamboat and Railroad Lines for through tickets, which will reduce considerably the cost of transportation. As soon as this arrangement is completed, another Circular will be issued."

These sentences seems to us to be very sensible and judicious. There is no use of misunderstanding the fact that our Province is likely to receive slim justice in this regard unless we take pains to keep ourselves informed as to the rights of emigrants and [illegible] government plans altered if they are not impartial and just. In this view we think the "North Western Aid Society" should be encouraged to watch and advance the interests of intending emigrants from the upper Province.

THE GRAVEL ROAD BY-LAW.

It is very gratifying to us that the entire Press of Huron, uninfluenced by any local folly, has unanimously advocated the purchase of the Northern Gravel Road and the abolition of tolls throughout the County. We have read with pleasure the energetic and sensible reasoning of the *Expositor*, the milder but no less logical article of the *New Era* and the pithy remarks of the *Star*, all spontaneously striking one key-note with ourselves, viz:—The general advancement of the County demands the abolition of tolls in Huron and that can only be accomplished, with equal justice to all the Townships, by the purchase of the Northern Gravel Road.

All our contemporaries, throughout Ontario, who have noticed the matter, have given the movement their most unqualified approbation. The London *Free Press* of 7th inst writes as follows:—

"Middlesex is the leading county in a great many things that illustrate the progress of the country, but it is lamentably behind in one matter—it still hugs the relic of a barbarous age. The traveller through it is still met at about every five miles of his journey by a man clothed with the authority of the law, who arrests the progress of the horse, and demands a toll as a condition of proceeding on his way. There are within the county more than thirty of these obnoxious contrivances, the express design of which appears to be to check intercourse and annoy the traveller. Moreover, it is a most wonderful contrivance, causing the inhabitants to pay twice as much under the guise of repairing the roads as they would do if every one was free to travel free. The counties of Grey & Bruce, settled at but a very recent date as compared with Middlesex, have a magnificent system of gravel roads, which are unsurpassed in Canada, which are absolutely free, and by the plans adopted have their roads maintained in better order, on a more permanent footing, and at a less cost per mile than we here-about can boast of. And the neighboring county of Huron is about to follow the example. To this end a by-law is proposed under which to raise $40,000 for the purchase of the only gravel road not owned by the county, and it is expected that by Jan. 1st all the roads in that county will also be free. In the neighborhood of Kingston the roads are free. In England the same policy is being adopted, and as we all know, the roads in Ireland, unsurpassed in the world, are free to all comers. Now, why cannot Middlesex go and do likewise? Why should it hang to itself an obnoxious mode of action which is being rapidly discarded by others, and which is wasteful, ineffective and obstructive? Whatever argument might have been held to be sound informer days, before the era of railways, in favor of exacting toll, so that strangers might be compelled to contribute to the repair of the roads they used, no such plea can be advanced now. Few of such travellers now use the highways, and if they do it is in order to transact business profitable to those among whom they circulate. But even then that worn-out policy was a bad one, but it is execrable now. The present system is nothing more than a conspiracy of the people against themselves; a contrivance under which they suffer inconvenience, annoyance and loss, and which is in direct opposition to those instincts of progress which are permeating society. Is it not high time that local jealousies should be thrown aside, and that the era of good roads for all, free to all, should be inaugurated? Let us hope that the example set by others will encourage those that think with us on this matter to make the question of FREE ROADS a test one at the elections next year, and that Middlesex may not long remain as an illustration of a community blessed by nature but held in shackles by man.

We have on many occasions produced figures to indicate the cut-throat policy objected to, and we now subjoin a calculation which we find in the Huron *Signal*, which illustrates the matter very clearly, and which is as applicable in its principles to Middlesex as it is to Huron, only that while they have 19 gates this county has 30, which will intensify the absurdity our contemporary exposes."

And then the *Free Press* proceeds to quote our calculation showing that out of $16,000 of toll collected from the rate-payers, the gate-keepers retain $7000.00 as their share.

We are sorry to find it reported, that there are one or two Reeves who think it proper to issue posters, calling on their Townships to vote down the By-Law.—They must assume that their constituents are prepared to acknowledge their superior wisdom as beyond dispute, and that they can therefore dispense with the publication, usually expected, of reasons in support of the curt command to "vote down the By-Law." This is rather too much in the style of the ancient centurion who said, "Do this," and straightway his docile followers did it. We have endeavored to tell the rate-payers of the County *why they should vote for* the By-Law and have given them incontrovertible facts and figures to establish our position. It would have been at least graceful if those combative reeves had condescended to give the electors, some inkling of the reasons in which the jerky dictum to "vote down the by-law" originated. We are mistaken if any ratepayer will thus unreasonably be dragged to the polls, even by his Reeve. All we urge voters to do is to exercise their usual common sense; to endeavor to look at the question on general grounds; to carefully regard it on all sides; and to remember as an antidote to selfishness that each Township has now again to come before the Council petitioning for funds for certain improvements, which will appear to other Townships merely local, though really, perhaps, for the general advantage.

In the midst of much unreliable rumor, anything that assumes tangible shape and claims "a local habitation" and even an assumed 'name' is a welcome visitor. Such is a letter addressed to the *Expositor*, labelled Township of Stanley, and having appended to it as a *nom de guerre* "One of the County Council." Strange! is it not that our pen almost wrote *medical* instead of *county*? Probably the suspicion arises from the grotesque working description we notice of "a proper sugar-coated pill very nauseous and bitter inside but having a pleasing exterior. This writer's pill prescribed to the rate payers of Stanley is not only "bitter inside" but of very "unpleasing exterior." It is a compound of the petty rivalries and local jealousies of 15 years ago, a resuscitation of ghosts of the "dead past" which every reasonable man who feels that he has enough to do with the "living present" is anxious to bury every Christmas time. This "resurrectionist" thinks otherwise and we are very sorry for him. It may be true that the Northern Gravel Road Company thought the Road a profitable speculation when they built it; that the Town of Goderich thought the company would be able to keep up the interest and repay the principal borrowed; and it is true that the speculation turned out a delusion. Both Town and Company have paid and are willing to pay for their whistle; the former by a loss of some $21,000 and the latter by a loss of some $40,000. And this loss of the Town and the Company redounds to the profit of the County, by giving Council the opportunity of buying a decent road at half the price which it would have cost the County to construct it. It is not material to the question whether the Town and Company intended to lose this much for the sake of the County. We do not suppose they did; but this sarcastic Councillor from Stanley cannot hide the fact that their loss *will be* the County's gain; for if the Company had not built the road 14 years ago, the County would have done so a year or two thereafter, at double the cost they can now buy it for. It is useless for this Councillor to say 'if the Bayfield harbor were to be paid for by the County, there would be a show of justice in the move.' We well know that, in prospect of a railway from London to Bayfield, the Stanley people would not sell their harbor at any price.

When the question is looked at apart from prejudice it resolves itself into this, simply. Good roads and no tolls in every section would conduce to the prosperity of the whole County, by raising the value of property and thus reducing individual taxation. The only obstacle, to the abolition of tolls, is the fact that the Northern Road is in the hands of a private Company. That company now offers the road to the county for $40,000 or $3000 less than Mr. Bay, the County Engineer, values it at. The ratepayers are already taxed *indirectly* for $1400 more than enough to keep the roads, Northern included, in thorough repair, if there were no gatekeepers to support. Therefore the only additional taxation will be the seventeen-fiftieths of one mill in the $ or about 34 cents yearly on each assessment of $1000; which would be saved in a single trip from Exeter to Goderich, Howick to Seaforth, or Goderich to Luckno. Then all the roads would be kept in good repair and property would not deteriorate but increase in value, so that the general progress of the County would in a year or two so spread the tax that it would be imperceptible. It is not the case, as imagined by some, that at the end of the 21 years' charter, seven years from now, the Northern Gravel Road will lapse into the hands of the County for nothing. The statute gives the municipality, at the end of the charter, a right to purchase at a fair price, mutually agreed upon, or settled by arbitration. The price can never be fairer to the Co. than that now agreed upon. The County if it purchases will receive full value for its money. So that really the question resolves itself into one of TOLLS OR NO TOLLS. Those who desire to see our County keep the load as a liberal and progressive municipality will vote for the By-Law. Those who wish to see all petty local prejudice and every appearance of injustice abolished, and to find the representatives of each Township consulting the general good, will vote for the By-Law. Tolls or no Tolls? That is the question! Economy, justice and future prosperity all demand an overwhelming majority for the By-Law. Ratepayers, cast aside all prejudices if you have any, examine the figures, for they are the only reliable test, and vote for the By-Law.

Locking the Stable &c.

The latest news from Fort Garry says:—

"The Lieut.-Governor has issued warrants to Captain Villiers, Chief of Police for the arrest of Riel and his fellow-scoundrels. I expect there will be difficulty in discovering the whereabouts of these worthies."

This looks very much like locking the stable after the steed is stolen.

EXTENSIVE ENTERPRISE.

In the early part of this summer, we had the pleasure of noticing the commencement of operations at the Saw-mill of Standly & Co., near the Railway Station. These works have now grown to such important dimensions and are doing so great a service to this town and neighborhood by the investment of capital in land and buildings, the purchase of timber which otherwise would have obtained no market for years and the employment of labor, that we are sure our readers will be glad to receive full particulars of the enterprise. For these particulars, we are indebted to the courtesy of Mr. Short, the manager; through whose ability and energy, the whole establishment has taken form and shape.

SAW MILL, HOOP, STAVE AND HEADING FACTORY.

To this department, since our former visit, has been added a Heading and Shingle Mill, a Canadian patent, manufactured by Bartlay & Co., Montreal. This is the only one of these machines in use west of Peterborough and there are only one or two others running in the whole Dominion.—This machine, we understand, has not given satisfaction, but it is more from defective construction in this particular one than from fault in the principle involved. To enable them to fulfil their engagements in heading, they have meantime introduced a machine of different construction, which so far has been found to work well. Then follows a Stave Cutter, with butting saws attached, which is capable of cutting, and has cut during the summer, from 16 to 20,000 staves per day. Here there is a saw for cutting-up the timber for making hoops, and beyond is the Hoop Machine which cuts from 15 to 20,000 hoops per day. The hoop machine is for the manufacture of the Tomlinson Patent Bevil Sawn and Steam coiled hoops the right to manufacture which the firm purchased previous to their commencing operations here. The hoops have been used by all our salt barrel coopers since their introduction, and we are glad to learn they have given general satisfaction. The firm intend to introduce with the salt manufactured by themselves, a barrel with only four wider and larger hoops, rivetted instead of locked, which they think will be found a further improvement to the salt trade of the town. To complete these, there are four different ½ machines for painting the hoops and three others for coiling them. Here we come on two machines for jointing barrel heading, a heading turner, of the very latest self-acting pattern, capable of cutting 2000 sets of barrel heading per day, and a machine for planing the head ing. To complete the apparatus, a large drying-kiln has been erected, supplied by Rutter's patent ventilator and air-warmer, with three powerful furnaces on that principle, capable of drying 100,000 staves or heading in from 24 to 48 hours.

The mill is calculated to turn out in 10 hours the complete material for from 1500 to 2000 barrels, besides cutting 20,000 feet of sawed lumber, in 20 hours running.—50 logs prday are used in addition to apt stave bolts and heading. In the month of May we noticed 5 acres covered with logs.—Now there is scarcely one on the premises. For last season over $10,000 were paid for timber, and to supply the coming season's demand will require an expenditure of more than double that amount. Between men and boys, the firm has continuously employed from 60 to 100 hands at an average wage for the men of $1.10 to $1.20, and for the boys from 50 to 60 cts.

SALT WORKS.

To consume the fuel, salt works are being erected of a capacity to manufacture (with Runciman's plain pan and brine heater) from 100 to 150 barrels of salt per day. In the meantime, the brine is to be procured from the Ontario well adjoining. The building and pan are both of unusually large capacity; the former being 163 by 60 feet and the latter 108 by 27 feet, to be heated by 3 furnaces and a reach end.

We sincerely trust this firm will reap from their investment the rich pecuniary reward that well-directed enterprise deserves. It gratified us to see the readiness with which the Town Council granted the petition that the Maitland & Britannia road, on which this establishment is situated, should be graded and gravelled, and we were also pleased to find that the Inspector is energetically carrying out the work. Every possible facility should be given to such firms as that of Standly & Co.

Railway Facilities for the North Townships.

It is quite clear to, as especially since the last deputation to Owen Sound, that the Directors of the Toronto Grey and Bruce Railway have made up their minds to give the go-by entirely to the County of Huron. Their only objective point is evidently Owen Sound, and the talk of a branch line to Kincardine is no more than a blind. The rate-payers of Howick, who last June carried a vote for an extension of time to the Wellington Grey and Bruce Railway, acted wisely. In that direction must the eyes of the Northern Townships now be turned, to obtain facilities for the moving of their produce with expedition, and to secure a reduction of the margin presently existing between the prices of grain at Wingham, Wroxeter, Lucknow and elsewhere and the prices at central markets. Whatever may be the loss to Goderich, Clinton and Seaforth, in having the produce of the northern townships transported direct from the leading villages in that section to the headquarters of the produce trade, we must endeavor to make up the loss by enterprise in other directions. The Northern Townships are justly entitled, if they can obtain them, to the advantages of speedy transit which we have so long enjoyed, and they have our best wishes for their success in seeking them. This success, we feel confident, is only possible when they make up their minds to abandon the Toronto Grey and Bruce as a delusion and stick to the Wellington, Grey and Bruce as their only hope. If the County Council should be asked to assist the Northern Townships by granting a bonus to the line willing to accomodate them, the Council would do well to think seriously of complying with the request; as such a grant would only be a fair recompense to the northern townships for their share of County funds contributed to the Lake Huron Road. If a railway in the northern section would there raise the value of the land, as no doubt it would, $15.00 an acre, such a grant would be a profitable investment to the whole county. Desiring the general prosperity of Huron, we wish to see roads, whether rail or gravel, opened up in every direction and maintained in good order.

A CHANGE OF TUNE.—"If the *Signal* will run over its fyle and compare what it said about Mr. Wyatt with what it now says, he will see quite a difference. Mr. Wyatt and the government were then abused for the condition of both the *Rescue* and the *Prince Alfred*, and no credit whatever was given for the efficiency of the *Prince Alfred*. The *Signal* cannot get out of the awkward position in which he placed himself by this change of tune."

So writes our dearly beloved brother of the *Star*. We acknowledge the soft impeachment that we warmly love "a change of tune." We don't like to cross our readers to sleep by drawling out, from month to month, in gradually slower time, the everlasting Auld Hundred which is the only approach to a "tune" he appears to have the slightest acquaintance with. But if we like to "change our tune" from lively to livelier, and vary the words to suit the circumstances, when we descend from truth and justice to sycophancy and flunkeyism, we shall deserve to endure the same monotonous and death-in-life existence our contemporary seems so content with. To please him, we have turned over the lyles of the SIGNAL and find that, times without number, we have given Mr. Wyatt credit for the speed, efficiency and general improvement of the *Prince Alfred* since the extensive repairs which she underwent. We still repeat that when the *Rescue* broke down, she was palpably inefficient; a fact which even Mr Wyatt would scarcely venture to deny. Our question was and is: Who was to blame that the *Rescue* was not put in proper order, during the spring and summer before she was required on active service? Is the *Star* aware that he is drifting away from his original accusation that the *Prince Alfred* was not allowed to winter at Goderich because the SIGNAL "sneered" at the disgusting condition of the *Rescue*? We have taken pains to enquire and find that the *Prince Alfred* will, this season, winter at Sarnia; as the carpenters are already at work on her there, pulling off her bulwarks and arranging platforms for new guns to be placed fore and aft. The reason of the change of winter quarters is that the freshet in January last cost the government a large sum. Subsequent repairs, owing to the breaking of her propeller in the dock, injury to her stern and the breaking off the brackets of her wheel, cost a further large sum. In consequence of this her Captain reported against this harbor and the *Prince Alfred* winters at Sarnia this season. Next year, when Goderich is made by Government *the* Harbor *par excellence* on Lake Huron, both for safety and military reasons, the *Prince Alfred* will return. "The wish being father to the thought," we don't blame our esteemed contemporary the *Observer* for seeing supreme advantage in Sarnia. He will find the Militia Department, viewing the question from a national stand point, will not take his advice. Apart from the question of fact, we wonder the *Star*, should be stupid enough to compede it as possible that the "bows and beeks and wreathed smiles" of the *Star* could not counteract the effect of a single "sneer" of the SIGNAL. Unintentionally, the *Star*, for once, tells the truth, which is, at the same time, a spontaneous confession of his own imbecility.

NONPLUSSED.

The *Star* gets off the following conundrum:—"The *Signal* heads a short article in reference to our remarks on the grits being already in the field, with, "In the field—and on to victory." We would just remind the *Signal* that in the end of July last Napoleon and his grand army started for Berlin and with the exception of a few stragglers, already reached it. But how!"

We would just remind the *Star* that in the above he only makes the slight mistake of forgetting that Napoleon represented the obstructive party in Europe and King William that of progressive liberalism. As liberalism is marching on to victory the wide world over, and as Canada as elsewhere, we would just ask the *Star* to look at the other side of the picture.

army started for Paris and after a series of brilliant victories reached it in triumph. John A. and John S. are on the same obstructive side as Napoleon was, and will very soon reach a similar end.

Hon. John Sandfield Macdonald, Premier Ax-grinder of Ontario, was presented by the Hamilton Bar, in open Court, with a veritable dull, broken-faced, rust-eaten axe the other day. Sandfield didn't relish the honor, and left the city, shaking off the dust of his "sandly" feet as a testimony against it.

THE WESTMINSTER REVIEW for October has just been republished by the Leonard Scott Publishing Company, 140 Fulton Street, New-York. It is a number of more than average excellence, and also, on account of the subjects of some of its papers, of more than usual interest to the readers in this country. Occasion has often been taken to comment on the variety of topics treated in this publication; but the number now issued is remarkably excursive, and few will open it without finding something to engross their attention. Among the papers which will be universally read are the following: "American Literature," "John Wesley's Cosmogony," "The Laws of War," "Gunpowder," and "The New-York Gold Conspiracy."

Town Talk.

MECHANICS' INSTITUTE.—The Secretary requests a meeting of the Directors in the Town Hall, on Thursday, 9th inst. Business important.

THE FIFTH OF NOVEMBER.—The arrangements, for the Orange celebration on Saturday night, which we intimated had been entered into, in terms of the tickets issued, not meeting the views of the majority of the members of the lodge, fell through. They enjoyed themselves quietly and sensibly at a private oyster supper. Guy Fawkes, in the shape of sundry tar-barrels, was most loyally burnt on the Square by the boys of the town.

THE PENNY READINGS on Friday night last, notwithstanding meetings in several of the churches, had an audience of about 240, the largest they have ever been honored with. We are pleased to see influential citizens now countenancing the entertainment. The readers were Messrs B. L. Doyle, J. T. Garrow, A. Cameron and James Young. Capt. Thomson recited the "Charge of the Light Brigade." Delightful music was furnished by Mrs Simms and Mr. Dixie Watson, and also by Mr. and Miss Nolan and Miss E. Donagh.

HAWLEYS' SALT WELL.—Messrs Bigelow and Howell, the contractors, commenced boring on Thursday last at 4.30 p. m. They have now reached a depth of 39 feet, the last four feet of which are hard rock of a flinty nature. So far, the borers have had good luck, which we hope will continue. It is intended to put the casing down on Wednesday.

CHEAP GOODS.—See Geo. Mackenzies' new advt. in which he quotes extraordinarily low prices.

BORROWING THE PAPER.—We are astonished to find how many families one *Sign* is made to do duty for. When the price is so low as $1.00 for the Weekly and $2.00 for the Semi-Weekly, we think there are few so poor as to be unable to subscribe; and thereby encourage us to increase our efforts for the prosperity of Town and County.

COUNCIL MEETING—The County Council meets for the despatch of business at the Court House, Goderich, on Tuesday, 22nd November.

KNOX' CHURCH.—A tea meeting will be held in Knox's Church, in connection with the Sabbath School on Tuesday, 15th inst., at 7 p. m. Tea will be served in the basement. The Revds McQuaig, of Clinton, Goldsmith, of Seaforth, and several local clergymen and others will address the meeting, and superior music will be furnished.

DOMINION SALT WELL.—This Company has resolved to put into their block this winter one of Runcimans' pans, with brine heater attached.

GRAVEL ROAD BY-LAW.—The polling takes place on Monday, 14th November. For polling places &c see By-law as advertised.

LARGE NEW STORE.—Mr. Geo Acheson has now moved to his large, new and handsome Store on the North side of the market square, where he will have a splendid opportunity of increasing his already large business.

HORSE RACING.—A race took place on the course on Saturday last between Mr. W. G. Smith's mare and Mr Polley's 'Black Bill' for $50 a side; resulting in a victory to the latter. There was a large concourse of spectators on the ground.

THE NEW PROPELLER.—The machinery for the new Propeller, to be built at Goderich for Mr. Leonard, is being constructed at Hamilton by Mr George Northey, one of the best engineers in the Upper Province. He is confident, when completed, she will average a speed of 14 miles per hour.

MAITLAND ROAD.—We were pleased to see the promptitude with which the Town Council conceded the prayer of the petition of Standly & Co., and the Salt companies on the road, to grade and gravel it. Mr Hood, the inspector, is pushing on the work with vigor. In levelling a hill at the south end, Mr Hood fell on a bank of splendid gravel, sufficient for the repairs on this road and to do all the necessary gravelling in this vicinity. This discovery will both now and hereafter save the corporation a mint of teaming hire. The Council will be universally sustained in making good streets around our new salt and other establishments.

IMPORTING WHEAT.—Mr. Parkyn, who is at present running Platt's mill has for a month or two past been importing wheat very extensively from Chicago and Milwaukie. Last week, four large vessels were in the harbor at one time with about 70,000 bushels of grain on board. Wheat in Chicago is only at present 94 cents in American Currency and our farmers should think themselves "lucky dogs" in being paid here from $1.05 to $1.10 in gold.

THUNDER STORM.—On Wednesday, about 7 P. M. a thunder storm passed over Goderich. The lightning was terrifically brilliant, all round the horizon and lasted for nearly two hours. Since then, the weather has been beautiful and bracing. An all-pervading haze indicates that weare possibly enjoying the Indian Summer' that poets sing of, but ordinary mortals are never sure about.

"STAR" POLITICS.—We have a few remarks to make on sundry little political squibs fired off at us by our contemporary, but want of space, in this issue, compels us reluctantly to wait till Tuesday.

SILVER MOVEMENT.—Our merchants have apparently made up their minds to take American Silver only as follows:—

Half dollars	46 cents.
Quarters	23 "
Dimes	9 "
Half-dimes	4 "

We sincerely hope they will stick to it. Buyers must govern themselves accordingly and not take the coin for wages or anything else except at the above rates. And we would earnestly recommend merchants to sell their silver to the Bank. We understand they are prepared to let it at 7 per cent, ship it out of the district and so get rid of the nuisance for good.

The Mayoralty.

To the Editor of the Signal:

DEAR SIR:—As the Municipal nominations take place on Monday, 19th December, some of our [illegible] think it is time we should know who are intending who propose running for the Mayoralty. Can you throw any light on the subject?

Yours truly,
ST GEORGE.

NOTE. We cannot throw any light on the subject, but no doubt intending candidates will express their intentions before long. ED. SIGNAL.

A FILIAL REMARK.—"Time hangs heavy on my hands," as the son said when he became the possessor of his father's large old-fashioned silver watch.—*Punch.*

The Army Worm—This pest is making and have among the wheat and other crops in various parts of the country, and we are unable to tell the best means of getting rid of them; but for the cure of colds, chilblains, Burns, Chilblains, Bites, Neuralgia, and all pains of the body, the 'Canadian Pain Destroyer' is decidedly the best. Sold by all Medicine Dealers, price 25 cts per bottle.

STANLEY PLOUGHING MATCH.—On Tuesday last, Stanly Agricultural Society's Plowing Match was held on Mr. John Rattenbury's farm, Brucefield. On account of the extremely busy season—farmers been all engaged in getting in their root crops—neither the competition, nor the attendance of spectators, was as large as under other circumstances, might have been expected. There were four entries, three in First-class men, and one in Boys. The number of spectators did not probably exceed one hundred, still the interest in the work was lively, and the plowing, itself, was very good. The prizes were taken as follows:—MEN: 1st, Alex. Thompson; 2nd, John Cameron; 3rd, Donald Ross. BOYS: 1st Hugh McGregor. The plowmen were all residents of Stanley. During the day, our hospitable friend, Mr. Rattenbury, supplied all hands with all kinds, and any quantity, of "basket edibles," in the field, and when the work was done, all gathered round his truly festive board, and ate like "plowmen" of the choice viands that John had so bountifully provided; and nought but pressure of business constrained our porter to leave so social a circle as was there that evening. The Judges of the plowing were Messrs. James Young, Wm. Bell and Robert Allen.—*Expositor.*

ROOT CROPS.

The following is a list of the prizes awarded for Root Crops for North Riding Agricultural Society:—

CARROTS.—1st, James Dickson; 2nd, G. Taylor; 3rd, R. Manning.

MANGLE WURTZEL.—1st, R. Manning; 2nd, J. Dickson.

TURNIPS.—1st, A. Spencer; 2nd, S. Andrews; 3rd, J. Taylor.

POTATOES.—1st, James Dickson; 2nd, R. Baker.—*New Era.*

Grey Ploughing Match.

On Tuesday last, our reporter attended the Grey Ploughing Match, 1½ miles north of Walton. The attendance was large, about 400 being present, and the number of teams entered was fourteen. The field was not very level and on account of wet weather it was not in good ploughing order. The boy Robert Burns, who took the first prize bids fair to rival his great namesake "Bobby" in ploughing if not in poetry. The following is the prize list;—

MEN'S CLASS.—1st, A. Forsyth; 2nd, J. Calder; 3rd, W. Johnston.—Entries 6.

BOY'S CLASS.—1st, R. Burns, jr.; 2nd, A. Stewart; 3rd, D. Scott; 4th, J Smylie, jr.—Entries 4.—*New Era.*

EXETER.

CHURCH OPENING.—The new Wesleyan Church in the villafie of Exeter was dedicated to the worship of Almight God on Sabbath, 23rd inst. Large congregations assembled at each of the three services to listen to the Word of Life. The Rev. W. M. Punshon, M. A., President of the Conference, preached at 10:30 o'clock a. m., in his usual eloquent style, keeping the audience in rapt attention for nearly an hour. Rev. John Learoyd, of Ingersoll, delivered a useful sermon in the afternoon, and the Rev. Wm. Briggs preached an eloquent sermon in the evening. All the sermons were faithful expositions of the Gospel truth. The lecture on Monday evening, by the Rev. W. M. Punshon, M. A., on "Daniel in Babylon," was a success. Long before the hour the church was filled to its utmost capacity by an appreciative audience. The church is a beautiful structure, of white brick, about 45x70: of gothic style of architecture, with lecture and class rooms in the basement. The cost of building is $4,000. Proceeds of lecture and dedication on Monday evening amounted to the noble sum of $340.—*London Advertiser.*

RETURN RIFLE MATCH.

BAYFIELD v GODERICH T'P.—This return match came off at Bayfield on Wednesday, 3d Nov. between 10 men of Goderich T'p. No. 7 and 9 men of Bayfield No. 5, which resulted in a victory for the latter by 37 points. After the match the combatants dined together at Mr. Joslin's Tavern, where an excellent spread was provided for them.

COLBORNE PLOUGHING MATCH.

COLBORNE, Nov. 5, 1870.

To the Editor of the "Huron Signal."

SIR—I take the liberty of sending you an account of the Ploughing Match of the Township of Colborne which took place, according to appointment, on the 3 of Nov. on the farm of Mr. Alex. Young, 8 Concession, Colborne. There were not so many competitors as expected, but in every other respect it was a complete success. The field was good, the day fine and respectable attendance of all in the vicinity who take an interest in the noble Art of Ploughing. The work done was good and showed a decided improvement compared with other years, which opinion was corroborated by the best Judges. The Judges for the occasion were Messrs Alex. Monteith of Hullett; John Curtis of Goderich Township and Andrew Green of Colborne, who awarded the following prizes.

MEN'S CLASS.

1 Prize.	Stewart McDougall
2 "	Peter McDougall
3 "	Robert Buchanan.
4 "	Henry Carrin.
5 "	Joseph Carroll.

BOYS' CLASS.

1 "	John Porter.
2 "	Alex. Young.
3 "	John McDonough.

The directors would take this opportunity of returning their warmest thanks to Mr. Alex Young for his kind attention and more particularly to Mrs. Young, for her generosity and taste in preparing a substantial lunch for the ploughmen; and a splendid supper, for the ploughmen and a number of other friends.

PETER ROBERTSON, SECTY.

ZURICH.

THE CONSEQUENCES OF SABBATH LIQUOR SELLING.—H Happel who had his arm broken one Sabbath some time ago, while under the influence of liquor by being thrown from Mr Prang's door over the steps of the Hotel, entered an action against Mr Prang for breach of statute relating to closing of Hotels on the Sabbath, before Michael Zeller, Esq., J. P. by whom he (Prang) was mulcted in the sum of $20 and costs. We understand Happel intends instituting two more suits on the same grounds, and it will indeed be a serious "The proof of the pudding is in chewing it," and when Mr. Prang was forewarned of the consequences of carrying on this illicit traffic he was nothing short of insighting; now that he has to chew the pudding, if he finds it bitter, let him remember that *it was himself made it so*. "Turpe est legem negligere".

"IT'S AN ILL WIND THAT BLAWS NAE BODY GUID."—During the storm on Sunday night, which did so much damage to the shipping on the lakes, three infants made their entree into this wicked world within the precincts of the village, to swell the population of Zurich. They fully illustrate the truth of the old Scotch adge, above quoted. We think that if nature has bestowed *blowing propensities* on them to the same extent as she did on the night of their birth, that they will totally eclipse Gen. Butler, G. F. Train and all the American "Blowers" and purchance even the renowned D. L. Sills, himself. (?) Possibly how ever they might turn out to be like our worthy M. P. P. We tremble to think so!

STORM.—A very heavy thunder storm prevailed here on Wednesday night with considerable rain and the sharpest lightning of the season. During the storm a large fire was visible some distance south of this place, supposed to be a building fired by lightning.

The War

London, Nov. 2.—A deputation of two thousand persons called upon Gambetta yesterday to petition for the organization of the scattered forces now operating independently in various departments. Gambetta answered that the salvation of the people was in their own hands; the government could not even supply them with arms. The authorities at Tours ascribe the loss of Dijon to the incompetency of Garibaldi's Sardinian officers and their crude organization, which relieved the regular French troops at the moment when the latter were most needed.....The *Moniteur* complains of the inactivity of the army of the Loire, which, it says, now numbers fully 100,000 men.....The latest from Paris represents the ardor of the people as unabated. The supply of meat is said to be sufficient to last till December, while the salted provisions will supply the city five weeks longer. It seems however, that the stores are not judiciously distributed.

New York, Nov. 2.—The *World's* London special says:—The statement of the French officer of the Engineers, concerning the massacre of famished men, women and children before Metz, by the Prussians, has been confirmed by an official communication published in the *Independence Moselle*.

Tours, Nov. 2.—News from Paris to Oct. 29, says the people were strong in their determination to defend the city to the last extremity. Great numbers of new enrolments in the National Guard have been made in order to strengthen the defence of the fortifications. The journals assert that bread will not be served out in rations until the 1st of January. The supply on hand is ample. Work on the fortifications is progressing actively in the direction of Bagneaux, in spite of the determined opposition of the enemy. A large redan was in course of construction there, which was expected to add largely to the defensive strength of that line. Addresses to the government, demanding an energetic prosecution of the war, still continue to pour in from all parts of the country. A meeting was held and drums beat the charge, and as the crowd filled the square the roar of cannonading beyond the wall could be heard. The Mayor delivered a patriotic address, at the close of which thousands pressed forward to enroll their names. A corps of artillery has been organized at Paris, which will be armed with mitrailleuses. Paris newspapers are filled with details of the enrolment of volunteers from the National Guard for action. Garibaldi's headquarters are at Offanges. In the encounter with the enemy near Besancon, he captured over 1,000 prisoners. The government at Tours has accepted Gen. Bourbaki's resignation.

Versailles, Nov. 1.—The loss of the Second Division of Infantry Guard on the 20th ult. was 24 officers and 449 men.... The out-posts of Gen. Werder's command encountered some French near Gray on the 27th ult., two days before the occupation of Dijon, and repulsed them at the outposts, taking 15 officers and 500 men prisoners.....Fort Mont Valerien fired actively last evening and this morning, but without doing any damage.

Tours, Nov. 4.—The Paris Government have agreed to an armistice, the conditions of which are: it will last 25 days; the inhabitants will have liberty to bring in food during the interval; free elections will be held in all the departments. The announcement of the armistice so enraged the Parisians that they had a temporary riot in the city, a Committee of Public Safety was proclaimed, and the members of the Provisional Government were made prisoners. The National Guard interfered, the Government members were liberated, and order was restored.

AUSTRIA AND THE POPE.

Despite semi-official contradictions at Vienna, I must insist upon the fact that Count Beust mooted the question of a European Congress to ensure the independence of the Pope. If he did not do so elsewhere he did at Florence. Ef