Blasphemy Punished.—The Boston *Courier* publishes the following extraordinary statement, upon which good Christians of the Rev. Mr. Daniel's stamp may well ponder and reflect. The occurrence as stated here is not so palpably and awfully wicked as that related by Mr. Daniels recently of the soldier who could not die a copperhead, but the consequences were more fearful:—"At a pic nic held in Springfield, Vt., on the 4th of July, an aged citizen, 84 years old, was present. The aged citizen was called upon to speak, and in the course of his remarks said if he had one drop of Democratic blood in his veins he hoped God would take it from him. Five minutes after to the consternation of the festive party, the old man lay a corpse upon the platform. The fact was reported to us by a gentleman of the town, himself an aged man, and he said that the death taken in connection with the remark, created a profound sensation."

Huron Signal.

GODERICH, C. W., AUG. 9, 1864.

DINNER TO MR. DICKSON, AT AINLEYVILLE.

In accordance with a resolution passed at a meeting of the public men of Ainleyville and vicinity, some time since, a Public Dinner was given in that place, to our worthy member James Dickson, esq., on Thursday the 4th inst. From what we saw on the occasion, it would seem that the affair was intended as a recognition of the services of Mr. Dickson in advocating the just claims of the settlers of the Northern townships, and hence it partook of the nature of a local demonstration, pure and simple. On the morning of the 4th, with a firm determination to witness the demonstration, we found ourselves in the flourishing village of Seaforth. Here, through the mediation of friend Cull, of the *Express*, we discovered that four-horse rigs were to start from the principal hotels for the scene of action. About noon, therefore, we found ourselves, with a number of others, behind Mr. Strong's spanking bays, *en route* for Ainleyville. We proceeded leisurely enough until within about 6 miles of the village, when we espied a buggy driven at a high rate of speed advancing to meet us, with a request to hurry up, as the *rest* were waiting on us a little further on. At the village of Walton, about 5 miles from Ainleyville, we found a large concourse assembled, and vigorously cheering Mr. Dickson, who had driven up a few minutes before. After witnessing, with feelings not to be described, a bull-dog fight between two gentlemen who had evidently partaken liberally of *forty-rod*, the teams drew up in line, Mr. Dickson in his private carriage leading, and away we went, bowling merrily along the "gravel" to the dulcet strains of two bagpipers, whose manful exertions on the occasion were worthy of lasting remembrance. The clouds of dust ascending from a cavalcade of at least one hundred farmers were most painful to experience, and reminded one of the march of an invading army. At Ainleyville we found a great gathering of farmers and others, who as the head of our procession arrived, made the welkin ring with cheers for the member. The village, which is beautifully situated on the banks of the Maitland, presented a lively appearance on the occasion, and one could not help rejoicing, as he glanced at the flags floating high overhead, that so much of loyalty and physical vigor were ranged under the banner of old England. After a considerable delay dinner was at last announced, and the guests poured into the dining room of Armstrong's Hotel. The room was tastefully decorated with evergreens, and at either end were the mottoes respectively, "God save the Queen," and "Welcome to our Member." Although the room was a large one, set out with three long rows of tables, it was soon apparent that not more than one half of the guests could be accommodated at once, the number of gentlemen present being at least *three hundred*. This necessitated patience and a second table.

John McRae, Esq., occupied the chair, on his right being the guest of the evening and Rev. Mr. Young, and Wm. Lowrie, Esq., on the left. Rev. Mr. Carr was called to the vice chair. Amongst the gentlemen present we noticed D. Morrow, Esq., late Reeve of Hullett, John Messer, Esq., Reeve of Turnberry; Peter McDonald, Esq., Reeve of Grey; Charles Whitehead, jr. Esq., Reeve of Morris; Thos. Gibson, Esq., Reeve of Howick; B. Fralick, Esq; Stephen Yates, Esq., of Wawanosh; Geo. Laycock, Esq; John Leckie, Esq; Messrs. Vanstone of Seaforth and Ainleyville Mills; Thos. Govenlock, Esq., Reeve of McKillop; Thomas Holmes, Esq., Dr. Linder, Dr. Thompson of Blythe, besides many other of the leading men of the place and neighborhood. We *did not* see such men as Peter Adamson, Henry Chesney or Geo. Sproat. Like good farmers as they are, they were doubtless looking after harvest matters, which were more pressing on the *front* than further back in the country, where the crops are later. Mr. Ross, Sec'y of the Com., read, after the removal of the cloth, a letter from Dr. Parker, M. P. P. for North Wellington, expressing the regret felt by that gentleman at not being able to attend the festival.

The toast of "The Queen!" from the chair elicited enthusiastic cheers, and the national anthem was sung.

"The Prince and Princess of Wales and the rest of the Royal Family," was cordially received. Song—Rule Brittannia.

The toast of "The Governor General" was received with prolonged applause.

"The Army and Navy" coupled with the names of Dr. Lander and Capt. Ord, was the next toast.

Dr. Lander said the army of Great Britain required a very small meed of praise from him in such a company, for the very good reason that being Britons themselves they were all, doubtless, intimately acquainted with its heroic deeds in times past; and with regard to the navy, it was only necessary to say that it was applauded more by our enemies than by ourselves. (Applause.) He would now, with great pleasure, make way for Capt. Ord, who had the honor of belonging to the immortal "thin red line," which on the bloody plains of the Crimea, had reflected so much honor upon the soldiers of the British Army.

Capt. Ord said he was indeed proud of having belonging to the "thin red line" so flatteringly alluded to by the Dr.—With regard to the Army and Navy of Britain he would merely say, that, as heretofore, they were ready, in the day of trial to stand between their country and a menacing foe, come from what quarter it might. [Cheers.]

The Chairman then said he had a toast to propose which he felt certain would be received in a most cordial manner. He was gratified to see so many present to do honor to whom honor was due. Three years ago they had placed Mr. Dickson in the position which he now occupied, and they would all agree with him that the choice had been an admirable one. They selected him because they believed him qualified for the position and felt assured that he would fulfil his promise to advocate their interests to the best of his ability. Subsequent events had proven that Mr. Dickson was "the right man in the right place." (Applause.) Whether they judged him by his actions with reference to the great questions agitating the country, or by his constant attention to their own local matters, it would be conceded on all hands that he was a friend of good government, a firm opponent of corruption in every shape, and well worthy of this humble token of their approbation and esteem. (Applause.) He would now propose the health of "Our worthy Guest" James Dickson, esq., M. P. P.

The toast was received with thunders of applause, and three times three ringing cheers. When order had been restored,

Mr. Dickson rose and said, Mr. Chairman, vice-chairman, and gentlemen, I thank you most heartily for this expression of your good will, and for the cordial manner in which you have been pleased to drink to the toast so kindly proposed by your Chairman, who has alluded to my services on your behalf in such a flattering manner. Passure you that as long as I remain a Parliamentary representative of Huron and Bruce, I shall try to attend to the interests of the struggling, hard-working settlers of the back townships, as well as to the duties growing out of the diversified interests of the constituency at large. (Cheers.) I hope, gentlemen, there is not an individual in this back country who can come forward and say I have taken advantage of the poor man's necessities and handed him over to the tender mercies of the rich speculator. (No! and cheers.) I know what it is to settle in the backwoods as well as the rest of you, and can appreciate the difficulties in the way of transporting produce to distant markets over mud roads, and hence I have always said don't let the people of the back townships tramp through the mud. (Applause.) I have ever contended that the people who went into Gray, Morris, Turnberry, Howick, &c., and bought land at 7s 6d per acre, should at the very earliest moment have an outlet to market, which would enable them to pay their share of the gravel road and railway indebtedness of the county, and then they would in reality be prepared to come into the great family of Huron and Bruce. (Cheers.) Passing on from that it is proper that I should offer a few remarks upon the great question which is agitating the country from one end to the other, namely, the proposed Constitutional Changes. As you are aware, I have always advocated that there should be no line of demarcation between Upper and Lower Canada—that we should merge into one Grand Nationality, and, forgetting every mere question of ancestry, form a union which would be our greatest source of prosperity in times of peace, and our surest bulwark of defence when threatened with trouble from without. (Prolonged Cheering). But, unfortunately, on this subject, Upper Canada has one view and Lower Canada another. At the period of the union we had 42 representatives in each of the United Provinces, and now we have 65 representatives in each, notwithstanding the great disparity which has taken place in the population of the respective sections. Although we tell the people of Lower Canada that we have no desire to dictate as to what their religion or local laws shall be, the moment we touch upon the Representation Question, it is "Woe, woe, woe to the Religion and Laws of Lower Canada, which were established before you in Uppper Canada had an existence as a people!" I say then, gentlemen, give us something that will not "go against the grain." Mr. Brown has seen his way through the difficulty in a way, which, if it does not make us one people in the fullest sense of the word, places us on the same footing with regard to local government. The question has resolved itself into this: Shall the people of Upper Canada ride rough-shod over the people of Lower Canada, who settled the country before us? (Cries of "No!") Shall we trample their institutions and laws under foot? ("No!") Shall we, because we live in Upper Canada and have more energy endeavor to subvert the weaker race? ("No! No!") Then our only resource is to go for the federation not only of the Canadas, but of the whole British American Provinces and Territories. (Cheers). Further than that, we may rest assured, the people of Lower Canada will not willingly go. You will find that at the time of the Union, Lower Canada had actually 175,000 more of a population than we had, and they now offer that as an argument against meeting us as we would wish on the Representation Question, although we have gained an access of population over them of at least 400,000. When Mr. Brown, the champion of the Reform party, went to Mr. Dorion and asked him to unite with the reformers of Upper Canada in the endeavor to set this question at rest, the answer was, no, that had been our strong hold in the day of adversity, and they could not accede to the request. When I took my seat in the House in 1862, I found my friend, Mr. Cartier, the leader of the Lower Canadian Frenchmen, holding what I considered a position hostile to the just rights of Upper Canada, and, worst of all, my friend John A. backing him up. Their fall upon the Militia Bill will be fresh in your memories. I have just this to say: that I have always advocated John A. McDonald's right to rule the politics of this country, because I have believed that if there was a statesman in Canada fully qualified for such a pre-eminent position, he is the man. If he had not been bound down by the party with which, unfortunately, he allied himself, I am convinced he would have been one of the greatest men on the continent of America. He has been misled—has descended, in my opinion, to something low—but, even yet, were he to disenthral himself, he is the very man that can secure a large share of the honor of leading us out of the difficulties we labor under. The arrangement now proposed is that we shall have our respective local governments and a general legislature for all matters affecting the interests of the country at large—in other words, a Federal Union of the Canadas, with a view to the reception, as soon as possible, not only of the Maritime Provinces, but the great territories of the North West. But, some say that the federation of Upper and Lower Canada is a small thing, compared with the union of all the British American Provinces. A comparison of statistics will convince the most incredulous that the Maritime Provinces form but a very small proportion of the proposed federation. Even Prince Edward, which has its own Governor and Legislature, falls short of Huron and Bruce, the constituency I have the honor to represent, in point of numbers, energy and all that can make a great country. (Cheers.) By taking the step he has done in going into the present coalition for the purpose of settling once for all our sectional difficulties, Mr. Brown has made a great sacrifice, Mr. Mowat has made a great sacrifice, so has Mr. McDougall, though he has a great many faults, and may God forgive them.—(Cheers and laughter); and now, when we have an opportunity of securing nearly all that we ask in a peaceable manner, shall we stand aloof?—that is the question. (Cries of "No! no!") If we cannot obliterate entirely the dividing line and bring the people of Canada to forget whether they come from England, Ireland, Scotland or France, then, I mean to say, let us enter heart and soul into this Federation scheme and endeavor to unite the British possessions of North America into a great British Republic under British tuition. (Great cheering.) Possessing great natural resources spread over an area larger than that of the United States, we have then only to hold fast to the noble institutions handed down to us by our British forefathers to form a great and prosperous nation. (Cheers).—Mr. Dickson then went on to speak of the proposed Railway through Bruce, saying it should be left to the people themselves to decide which line they would adopt, and hinting that had it not been for the $100,000 offered by the people of the sister county they had, probably, never heard of Mr. Shanly's scheme, after which he resumed his seat amidst prolonged applause.

The vice-chairman then proposed "The Educational Interests of Canada," which was responded to by Mr. Scott, sen., in a very neat speech.

The "Pioneers of Canada."—Song, by Mr. Robert Scott.

It was a fortunate thing for the programme to give several other toasts but the row kicked up by a few noisy fellows at the lower end of the room so completely disturbed the speakers that the chairman was forced to bring the formal proceedings to a close. Mr. Dickson departed for home at an early hour, and his example was followed by most of the guests, who were glad to exchange the heat of the crowded room for a cool drive through the night air.

Visit of Grand Trunk and Buffalo and Lake Huron Railway Authorities to Goderich.

On Saturday 6th inst., our town was honored with a visit from C. J. Brydges, esq., General Manager of the Grand Trunk Railway, A. Fell, esq., Manager of the Buffalo and Lake Huron, (who is about retiring in consequence of the amalgamation of the lines,) Henry Yates, esq., P. S. Stevenson, esq., J. J. Barnard, esq., A. Cleghorn, esq., Dr. Digby, Mr. W. Wainwright, sec'y to Mr. Brydges, and Mr. W. Cheadle, sec'y to Mr. Stevenson. When the special train arrived at the station at 2.40 p. m., a large number of the most influential citizens of Goderich were in waiting, amongst whom we noticed Mayor Watson, Sheriff McDonald, J. V. Detlor, esq., Geo. Rumball, esq., Dr. M'Dougall, W. T. Hays, esq., I. F. Toms, esq., Ira Lewis, esq., S. Platt, esq., T. Mackie, esq., W. E. Grace, esq., Messrs. J. Stewart, W. M. Savage, Wm. Wallace, B. Seymour, H. Horton, H. Gardiner, and many other leading men. On the party alighting from the car a number of introductions took place, after which the visitors were, through Mr. Watson, invited to a Lunch at the Maitland Hotel. The invitation was accepted in the same cordial spirit which prompted it. Mr. Brydges entered Sheriff McDonald's carriage, the other visitors, accompanied by Goderich gentlemen, took seats in the carriages and omnibuses in readiness, and all were driven to the Maitland. Here a very pleasant hour was spent in the inspection of the harbor, and the delightful grounds overlooking it, after which Lunch was announced. Although he had but an hours' notice, Mr. Wilson, of the Maitland, contrived to provide a repast, which for quiet elegance and general appropriteness, did great credit to his catering capabilities. At the festive board, around which were gathered about sixty gentlemen, James Watson, esq., Mayor of Goderich, presided, Mr. Brydges being seated on his right and Mr. Cleghorn on the left. The vice-chair was occupied by Robert Gibbons, esq., Warden of Huron and Bruce, supported on the right by A. Fell, esq., and on left by Dr. Digby.

On the cloth being removed, the chairman rose and said, as the time at the disposal of the guests was short, he would beg to propose the health of Mr. Brydges, General Manager of the Amalgamated lines. Notwithstanding all they had heard to the contrary, he trusted that the new arrangement would be the harbinger of good to the town of Goderich. Last year we had had a fine line of steamers on the Goderich and Chicago line, which had been productive of much good to the place, but it had been withdrawn, and they had, perhaps wrongfully, attributed the withdrawal to the Amalgamation scheme now consummated. He had reason to hope, from what they had heard, that much good to the town would result from the new arrangement.—[Applause.]

The toast from the chair was warmly received by the company.

Mr. Brydges, in rising to respond, begged to thank the chairman most warmly for the kind manner in which he had offered the toast and the company assembled for the cordial reception they had given to it. He had been entirely taken by surprise by this cordial welcome, having no conception when he started from Buffalo that he would have more than an opportunity of seeing the town of Goderich and returning. The occasion of his visit had been brought about by what the Mayor had referred to—the Amalgamation of the Buffalo and Lake Huron with the Grand Trunk Railway. They had all seen in the public papers a good deal about the probable effects of the arrangement, but it should be remembered that it is a necessity of the Railway system of this country that the lines should be projected on the probability of the country through which they run being able to sustain them, and in many cases it had been found that it was only by a union of lines that they could be rendered remunerative. (Hear, hear.) With regard to the practical question of advantage, a little reflection would convince any business man that the new arrangement would tend to the benefit of Goderich. Formerly the people of this section had been confined to *one* market; now, however, they would have a choice of three markets, viz: Buffalo, Toronto or Montreal. (hear, hear.) and where the best market was to be found there they could send their produce. Each of the stations on this line would be placed on a footing with other stations of the Grand Trunk, not only with reference to Buffalo, but Toronto and Montreal as well. [Applause.] With reference to the line of steamers to Chicago, the Amalgamation had nothing to do with the withdrawal, which had been determined upon long before the arrangement between the two companies was a settled fact. The reason for the failure of that line was this: they were confined to one line, and one, too, which had no outlet on Lake Ontario. From its position, and being but a short line, the Buffalo and Lake Huron could not possibly keep up such a line of steamers. The only way was to have it connected with a line passing through a large district of country, and now that this section formed a prominent point on 1500 miles of railway, over which produce could find its way directly down the Valley of the St. Lawrence to the New England States, the advantages were quite obvious—[applause]—and this important feature would enter largely into the question whether a line of steamers to the Western States would pay or not. The Grand Trunk was at present receiving freight at Sarnia from the West to the extent of 500 tons per day; the carriage of this had been most profitable to the company, and in the event of the Sarnia line not being able to task the business facilities of the road, Goderich would stand a good chance for a second line.—[Cheers.] It was not only from Chicago that this trade must flow. They saw, opposite, the trade of the Saginaw Valley rising with great rapidity, trade with Green Bay was increasing very fast, and he was sure the day was not far distant when there would be lines of steamers running to those places, not only to benefit the railways, but the citizens of the cities to which they ran. [Applause.] It was necessary, in the meantime, however, to render the railways profitable, else they could never be productive of the good anticipated from them. He would now close by proposing

"Prosperity to the Town of Goderich," coupled with the name of Mr. Watson, its Mayor.

In response Mr. Watson thanked the gentlemen present for the kind manner in which the toast had been received, and expressed the pleasure he had in welcoming Mr. Brydges and his companions to the town. Notwithstanding the fears felt by many with regard to the Amalgamation of the line, he trusted good would come of it.

The Vice Chairman then proposed the health of the "Retiring Manager, Mr. Fell," which was drunk by the company with all the honors.

Mr. Fell, in response, thanked the company kindly for the hearty manner in which they had greeted the toast. In retiring from the management of the road, he felt that he was leaving it in far more competent hands. He believed the interests of the town of Goderich would be much advanced by the change affected, and that the people of the place would have no reason to regret it. (Applause.)

Mr. Rumball then rose to propose the health of the Directors of the Amalgamated lines. He said he was pleased to see Mr. Brydges and the gentlemen accompanying him in Goderich, and on behalf of the commercial men of the place would beg to welcome him, trusting his visit would enable him to see and appreciate the harbor and other facilities we possessed. At an entertainment similar to this, given to the President and Directors of the Great Western Railway Company here a short time since, he had made some remarks opposing the amalgamation of this road with the Grand Trunk for several reasons; 1st, because he considered Hamilton the nearest and most natural outlet across the Peninsula between the great Lakes Huron and Ontario. It was some fifty or sixty miles nearer from here by rail that way than via Toronto; still, at present, all the through and local freight coming this way for Lake Ontario was sent via Stratford and Toronto; 2nd, that he considered the amalgamation of the road would prove detrimental to the interests of the Province, as it would place too much power in the hands of one corporation. In fact, he might almost say they could rule the Province, both commercially and politically; 3rd, he considered that the junction of the two lines would not advance the interests of the country lying between Stratford and Goderich, from the fact that all the boats running from Chicago to Goderich had been withdrawn and sent to Sarnia. Since that time he could not say he had seen anything to convince him contrary to the views then expressed. Sarnia is some 85 miles further by rail to Toronto, the Grand Trunk terminus on Lake Ontario, than it is via Goderich and Hamilton and some 60 miles further by water from Chicago (the great grain metropolis of the West) to Sarnia than it is to Goderich, making a total difference of one hundred and forty-five miles in favor of the Goderich and Hamilton route, and he was certain that Mr. Brydges and all railway men would agree with him that the shortest and most direct route must have the advantage, in point of economy, over the longer route; and he was *certain* that Mr. Brydges on proper consideration would see the importance of cultivating the Hamilton route! Goderich had, also, many other advantages in its favor as a point for through traffic from the West, being most favorably situated on the *direct* route from the great Saginaw Valley to the East, and in fact the whole Michigan shore of Lake Huron, which is being settled with the astonishing rapidity which has hitherto marked the progress of the Great West. In connection with this, observers men would see that it is no less favorably located with reference to the Lake Superior trade, the route *via* Goderich, being actually some 110 miles nearer even Toronto than by the Collingwood route, besides having the advantage of a free and open navigation, unobstructed by islands which prove so great a hindrance on the Georgian Bay route. Goderich, possessing the only available harbor on the Eastern shores of Lake Huron with its railway connection must continue to be the outlet for a large proportion of the produce of this section for many years to come. [Applause.] Mr. R. then went on to give a number of interesting statistics connected with the trade of the town and the shores of Lake Huron generally.—Goderich was to some extent cut off from a country trade east by Clinton and other stations on the Railway, and in order to become a place of importance would have to depend mainly on its shipping and railway interests, which to become effective, required the co-operation of the Railway Company in promoting through traffic, &c., and thus giving employment to vessels running to our port.—He considered that the interests of the Town and Railway were mutual. Under the old regime of Mr. Cartier a good deal of hard feeling existed between the town and company, which was to be regretted, as neither could expect to succeed as well without the co-operation of both. Companies might be powerful, and say the trade and traffic coming to the town must come by steamboats, as there is no competing line. True, a portion must, still, if there was not that good feeling that should exist to the people, a great deal could be diverted. Since the appointment of Mr. Fell, who is now about to retire, things had worked to the satisfaction of all concerned; but it must be the companies' interest to assist in building up the town and thus increasing their own Local trade and trade and traffic. And he begged to assure Mr. Brydges for themselves and for the citizens that they would do all in their power to work cordially with them in forwarding the interests of the road and town. A gentleman said that the boats were withdrawn from Goderich because they did not pay, but he (Mr. R.) could not see if it was unremunerative to run them on the shorter route, that the longer one could be advantageous. The advantages of having 1500 miles of rail way communication for our local trade, and of the grant of $500,000 made by these Counties to assist in constructing the road, had been spoken of. True, it was a great advantage to have this connection; but had this been the only advantage promised to the people he was certain the money would not have been granted. What did the promoters of the road say, when asking for the money: "Give us the funds, gentlemen, and you shall have a village, a town, a city a-day passing through your town." [Laughter.] This was the inducement of through travel that caused the grant to be made. The farmers of these counties expected to see ten or twelve trains a pay passing their doors laden with the produce of the great prairies of the West, and thus giving a stimulus to our own local traffic. He trusted that next year a portion, at least, of the Western trade would be directed in this direction. [Applause.]

Mr. Cleghorn, one of the Directors of the Buffalo and Lake Huron, said that on behalf of the amalgamated companies, he would thank Mr. Rumball for his kindness in proposing the toast as he had done, and the company for the good feeling evinced. He had felt while his friend Mr. Brydges was speaking that they had not been able to give the people of Goderich the satisfaction that could have been desired, but he assured them that it was more from want of power than of will. Shut out as Goderich was for a considerable portion of the year by frost from communication with the West, it became necessary for thinking minds to discover some remedy for the difficulties growing out of the position of the road. The present Amalgamation was the fruit of it. Before, the Grand Trunk had no proper outlet to the Western States and the Buffalo and Lake Huron none to the Eastern States. Both these advantages being combined under the present arrangement, a great economy would be the result. The advantages to the people using the line would be great in consequence of the cheaper rates possible under the circumstances. (Hear, hear.) Large quantities of square timber were sent from this section, and it would be found that the trade in this and other branches would be greatly enhanced when the necessity for trans shipment was obviated. Goderich and Brantford had been the means of bringing the Buffalo and Lake Huron Railway into existence in the first place, and he trusted that the time had now come when their efforts were to be crowned with success. [Cheers.] Mr. Rumball had spoken of the necessity of cultivating the Hamilton route. He might just mention that the fact that a large number of teams were employed in drawing goods from Hamilton to the Caledonia Station was an earnest that the branch line connecting those points would be completed at the earliest possible moment. [Applause.] He felt firmly convinced that to the people of Goderich and Brantford the present was a turning point for good, and that the amalgamation would be an advantage for all time to come. [Applause.] Mr. Cleghorn then proposed the health of Robert Gibbons, esq., Warden of Huron and Bruce.

Mr. Gibbons, responding, said he was glad to hear that there was some prospect of the sun of prosperity rising upon us again.—While it could not be denied that the farmers of this section had undoubtedly derived a great benefit from the railway, the town itself had never yet reaped the advantages from it that had been anticipated. These Counties had taken stock in the old line to the extent of $500,000, and after it had been expended they found themselves left somewhere near Stratford.—(Laughter)—but, for all that, he considered it the best investment ever made by the Counties.—[Applause.] It gave them two strings to their bow: if the shippers charged too high, they could turn to the railway, and if that put on the screws they could fall back on the water communication. (Laughter and applause.)

Mr. Wallace, in a very good speech, proposed the health of Messrs. VanEvery & Rumball, who he said deserved the thanks of people of Goderich for the enterprise they had displayed on all occasions. The toast was drunk, as it always is, in a most cordial manner.

Mr. Rumball, returned thanks in a brief speech.

Mr. Brydges rose to propose another toast, before doing which he would say that he was satisfied the remarks made, especially by Mr. Rumball, who must have a very large acquaintance with the subject, which he had so well discussed, would lead to a better acquaintance with the merits of the route. With regard to the connection with Lake Ontario, as Mr. Cleghorn had very properly stated, it was intended to give Goderich an outlet to Hamilton by way of Caledonia as well as Toronto. Goderich would then compare very fortunately with other places in point of shipping importance. If it had the natural advantages ascribed to it, it must, in the nature of things, become a place of importance. He would now propose the health of Mr. Sheriff Macdonald, one of the oldest inhabitants of Goderich." [Applause.]

Mr. Macdonald replied in a very humorous speech. He had lived in the place 37 years, and had, consequently, witnessed its rise with much interest from the first. He trusted the present amalgamation would be the means of greatly increasing the trade of the place.

Mr. Mackie proposed the health of Mr. Barnard.

Mr. Barnard, in response, expressed the pleasure he had in meeting so many of the business men of Goderich, and hoped their intercourse might continue as agreeable as the commencement indicated. He trusted that this route between lakes Superior and Ontario might enjoy not only a *Rumbling* but a *thundering* of business. [Laughter and applause.]

Mr Hays proposed the healths of Messrs. Yates and Stevenson, and those gentlemen responded in appropriate terms.

Mr. Fell then proposed "The Interests of Goderich," coupled with the name of J. V. Detlor, Esq.

Mr. Detlor said he would not detain the guests by making a long speech. He felt grateful for the manner in which his name had been mentioned. He had regarded their present meeting as partaking more of a business character than otherwise, and he had been pleased to see that there was evidently no desire to snuff us out of existence as had been feared. Notwithstanding all that had been said by his clear grit friends, he considered the Grand Trunk Railway an enterprise that did great credit to a country so youthful as Canada. While it was made conducive to the general welfare of the country he should wish it well; but, in case of its degenerating into a mere monopoly he would feel bound to join in deprecating it. [Applause.]

The time for the departure of the special train being now fully up, the company descended the hill to the elevator and had a jolly ride up to the station, when, about 6.30, after undergoing much hand shaking and cheering, our visitors departed, apparently well pleased with their reception.

Personal.—Mr. Fell, manager of the Buffalo and Lake Huron Railway, retires, we believe, about the 22nd of this month. Since his appointment that gentleman has enjoyed the respect of his employers, the esteem of those under his control, and, we believe, the confidence of the business public generally. We trust that he will elsewhere find a field of usefulness equal to his acknowledged business capabilities.

Town & Counties

☞ The length of the reports in this issue renders it impossible to give the usual amount of war news, local summary, &c.

Melancholy Accident in Hay.—A large and respectable German family in this neighborhood has been thrown into mourning by the untimely loss of their Father, under the following circumstances: The deceased, Mr. Hinnonimous, a hale, hearty old man, made his home with his son William, and had been for the last few engaged in burning stumps. Yesterday he took his dinner as usual with the family, and immediately after went to the field. From the position in which his body was found, it was evident, that he had sat down for shelter from the sun, under the shade of a large oak. An old "stub," whose roots had been set free, fell, a fragment of it striking the old man dead, mortally injuring his head and breast, and breaking one of his legs to atoms. The circumstances in connection with the accident were so plain that there appeared to be no necessity for holding an inquest. He will be interred to-morrow, in the burial ground, at the village of Zurich. This is another warning to all engaged in clearing land, to chop down every dry tree and high "stub." They not only look bad, but they are dangerous to man and beast.—Com.

TURNBERRY COUNCIL.

Council Room,
Turnberry, July 8th, 1864.

The Council met pursuant to adjournment. Present—the Reeve and all the Councillors.

Minutes of last meeting were read and approved and signed by the Reeve.

Mr. George Fortune, Collector of Taxes, appeared before the Council and tendered his resignation providing the council would not raise his salary as he considered it too low.

Moved by Mr. Moffat seconded by Mr. Cadie, that Mr. Fortune's salary be raised to $45, for the present year.—Carried.

Mr. Fisher voting nay.

A job of crossweaving was let to Mr D. Murphy, opposite lot one C. line, consisting of 5 rods at $1.25 per rod.

Messrs. Eadie and Gemmill were instructed to examine the line of road opposite lots 8, 9 and 11, Concessions 10 and 11, and report at next meeting of Council the state of the road and the probable cost of making it passable.

Moved by Mr. Gemmill, seconded by Mr. Fisher, that the Trustees of Union School Section No. 7 receive the sum of $43, from the Treasurer, by giving a note for the same.—Carried.

A petition was presented from Mr. Thomas Jebb and others praying the Council to grant as much money as would purchase 3 inch plank to cover a new bridge over the Maitland, concessions 8 and 9, lot 10, and putting up king posts.

Also, a petition from Mr. Wm. Millar and others praying the Council to make improvements on the town line between Turnberry and Howick.

Resolved, That the above petitions lie over to next meeting of Council.

Mr. Gemmill reported he had examined the side road between lots 5 and 6, con. 6, and finds that it will take about 40 rods of crossway to finish the job, but about 25 would make it possible in the meantime.

Same deliverance as the above petitions.

Mr. Fisher stated to the Council that he wished it would resume the bridge leading from Upper to Lower Wingham.

Same deliverance.

Moved by Mr. Fisher, seconded by Mr. Gemmill, that Mr. George Green of Wingham get a Tavern License providing the Inspector give him a certificate, and that as Mrs. Godkin has not complied with the request of this Council she get no license.—Carried.

Moved by Mr. Gemmill, seconded by Mr. Lusher that 1000 feet of plank be granted to ward No. 4, Division No. 13, for the working of Statute Labor is extended so as to include the new road through lots 23 and 24, concessions 8 and 9.

Next meeting of Council 19th August at 10 o'clock, A. M.

JAMES JOHNSTON,
Township Clerk.

Run the Blockade.

(Correspondence of the London Times.)

Wilmington, North Carolina, June 6.

It is difficult for an Englishman who desires to pierce the American blockade to decide which of the available routes offers the greatest facilities and attractions. My own experience during the present year would seem to prove that, as regards time, there is little choice between land and water. Upon the 17th of last January I started from Richmond, and, making my way across the Potomac and passing rapidly through Washington and New York, stood upon British soil on the 6th of February, that is to say, upon the 20th day after my departure from Secessia. Upon the 15th of May I left Queenstown, and, passing through Halifax and Bermuda, found the vessel which carried me from Bermuda safely moored in Cape Fear River (upon which Wilmington stands) on the night of the 4th of June—that is again to say, upon the 20th day after my departure from England. But, unquestionably, as regards endurance of fatigue and facility for conveying luggage, the sea route is infinitely preferable to the land, and is attended with less personal jeopardy, although there is a *mauvais quart d'heure*, experienced at the moment of passing through the inside blockading squadron, which in intensity of excitement can hardly be surpassed.

Upon the evening of Wednesday, the 1st of June, the Lillian and the Florie, two of the fleetest and most beautiful of the blockade-defying vessels, started simultaneously from Bermuda upon the first trip inward either had ever made. Both belong to the same company, but there is an emulation between the two rival vessels which is not satisfactorily allayed by their experiences hitherto, but which waits the solution of further trial. The weather was lovely, the sea like a millpond, and favorable beyond expression to light draught and gossamer craft, such as are these blockade-runners, which lightly scratch the surface instead of clutching the ribs of old ocean, and which in summer seas have no more to fear from heavy sea-going craft, like the Rhode Island or the Vanderbilt, than has the Irish night express from the lumbering freight train which leaves Euston square five minutes in its rear. Rarely have two more attractive prizes slipped through the meshes of the blockade than the two vessels of which I am writing. It is not alone that they would be invaluable with a view to their conversion into Federal cruisers, or that two of the most valuable cargoes which have yet reached Wilmington await at this instant the disposal of the Confederate Government, but that on board both vessels 'malignants' whose capture wou'd have been a sweet morsel to many a craving palate in Washington and Boston. To many an English reader the name of Capt. Maffit, lately in command of the Confederate cruiser Florida, is well known as having assisted Capt. Semmes and the Alabama to demonstrate that two light, and, as regards equipment, comparatively insignificant vessels of war, would have little difficulty in driving from the ocean a flag which three years ago might have been seen upon every wave of every sea. It may be remarked that this is a lesson to which, of all nations, England can least afford to be blind.

My experience on board the Lilian leads me to anticipate for Captain Maffit and his vessel—a credit to her builders, Messrs. Thompson, of Glasgow, a long and prosperous career.

An incident which occurred 200 miles from Wilmington, in a portion of the ocean which is constantly swept by Federal cruisers, seems worthy of record. On our port bow was descried a sail enveloped in a dense canopy smoke. Time was ineffably precious—there was every reason to suspect Yankee guile, which is said to be nowhere more fertilely exhibited than in their conduct of the blockade; but it was deemed possible, after careful scrutiny, that the vessel might be on fire.—Briefly remarking, 'The ship which leaves a companion at sea in distress must be accursed,' Captain Maffit ordered our course to be altered, and bore down upon the stranger. It soon became evident that she was a Federal cruiser, making a dense white smoke with her Cumberland coal, and beating rapidly eastward in apparent pursuit of another delinquent. Our helm was rapidly changed and our course resumed. Dark and inscrutable came on the moon, defying all possibility of an observation. It was believed that, ere the morrow's dawn should break, we might reach Wilmington, and onward we pressed. The night wore rapidly aware; 2 o'clock, 3 o'clock, half-past three o'clock in the morning came, but by no eye peering through the thick gloom could the looked for light at Fort Fisher be discerned. Then, as the morning dawned, we prepared to lay to for the day, between the outer and inner cordon of the blockaders. It was hardly to be expected that we should escape for 16 hours unobserved, but it was a signal instance of good luck that from four in the morning till half past 1 p. m. we were unmolested. Then the tall masts of a large Federal cruiser, her immense paddle-wheels and lofty black hull, were visible, and for the first time, as our antagonist approached us from the direction of Wilmington, the 'fairy fairy Lilian' prepared to give us assurance of that speed which we all felt she possessed. Some slight delay there was before steam could be fully got up, and for some 20 minutes our pursuer seemed to gain upon us. But as the pressure of steam ascended from 15 pounds to 20, from 20 to 23, from 23 to 26, and as the revolutions of the paddle mounted from 26 to 28, from 28 to 33 per minute, the Lilian flew out to sea swift as arrow from a bow. In little more than two hours the hull of our pursuer was invisible, and her topgallant sails a speck on the distant horizon. But as she still lay between us and Wilmington it became necessary to run round her. This also the light-heeled Lilian had little difficulty in accomplishing; but as the sun dropped into the sea, and our pursuer, although distant, still hung upon our rear, we found that, reckoning little the speed of our advance, we had sighted the inside blockade squadron before the close of the day. There was nothing for it but to persevere, and fortunately before we approached land, darkness had completely set in. Silently and with bated breath we passed cruiser after cruiser, distinctly visible to every eye, and suggesting the flashing out of a blue or Drummond light and the rush of grapeshot and shrapnel through our rigging and bulwarks. But it was not destined that upon this occasion the Lilian should receive her baptism of fire. Just as we approach Fort Fisher a dark spot is seen on the bar. It is a Federal launch, seen by us too late for Capt. Maffit to indulge the anxious wish of his heart to run her down. We pass her within 20 yards, and again the expected volley of musketry is wanting. Another moment and we are under the mound upon which stands the fort, and eagerly questioned for news. 'The news is good all round.' 'Three times three for General Johnston;' 'six times six for General Lee;' and in mirth and laughter and song the night wears away. Three hours after us comes the Florie, and is heavily fired at as she wears inwards. But morning finds both vessels and their cargoes safe at their wharf in Wilmington, nor is it rash to predict for them the probability of many returns. At least it may be safely augured that it will take no ordinary amount of speed and courage to circumvent so fearless and experienced a sailor as Captain Maffit, and that in his new career his skill and success will be not inferior to those which he exhibited in his old.

I cannot leave the subject of the blockade without pointing the moral which is being taught by it, and which it is inconceivable why England does not take more pains to understand. There is no nation upon earth which has a tenth of the interest which England has in closely observing the working of the only blockade on a large and imperial scale which has been established since the introduction of steam navigation. It can scarcely be pretended that information with regard to the system of showing lights to guide incoming vessels, concerning the infinite intricacies of detail which experience has taught to the blockade-runners of Wilmington, Charleston and Mobile, concerning the most favorable conditions of sea, sky, and tide, for running out or coming in, can be obtained otherwise than upon Southern soil. Yet it is not deemed by the British Admiralty to be a matter of importance that they should be represented at Wilmington and elsewhere by one of our most accomplished naval officers. It is humiliating to be told, as I have been again and again, that no such emissary will be sent without the consent of Mr. Adams, and that this consent he will never give. But, great as is the concurrence of opinion among Englishmen in America upon the importance of this subject, there is but too much reason to fear that this blockade will be unheeded and its lessons unlearnt by competent English officials. It is idle for me to point out that not only is there opportunity for a naval officer to gain invaluable information, but that, in spite of the answer given three months ago by Lord de Grey to the effect that it was not important to send military officers to the South by reason of the inferiority of its resources, it is the opinion of every English officer who has been to the Southern States that there is infinitely more to be learnt here during a month than in the North during a year. It is, I think, pretty well admitted by this time that as regards construction of guns or the architecture