New Advertisements

For Sale—This Office.
Teachers Wanted—Dr. McCrimmon.
Patent Office Record—G. E. Desbarats.
Notice of Dissolution—Parsons & Eilber.
Watches—Bell, Dewar & Co.
List of Letters—Arch. Dickson.
Fellows' Compound Syrup of Hypophosphites.

Law Respecting Newspapers.

1. Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

2. It is subscribers under the discontinuance of their periodicals or newspapers, the publisher or publishers may continue to send them until all arrears are paid up; and subscribers are held responsible for all numbers sent.

3. If subscribers neglect or refuse to take the periodicals or newspapers from the office to which they are directed; they are held responsible till they have settled their bills. Sending numbers back, or leaving them in the office, is not such notice of discontinuance as the law requires.

4. If subscribers remove to other places without informing the Publisher, and their periodicals or newspapers are sent to the former directions, they are held responsible.

☞ Geo. P. Rowell & Co., 40 Park Row, and S. M. Pettengill & Co., 37 Park Row, are our only authorized Advertising Agents in New York.

The date after each Subscriber's name on the address indicates the time to which his Subscription is paid. Thus, "PETER SMITH, 1 March 72," means that Mr. Smith's Subscription is paid up to 1st March and that he owes from that date. Subscribers will see it to be to their interest to renew promptly, as our terms are $1.50 STRICTLY IN ADVANCE, otherwise $2 will be charged.

Grand Trunk Railway.

GODERICH STATION

Trains leave as follows,—

Mail	7.00 a. m.
Express	10.00 " "
Mixed	12.30 p. m.

Trains are due as follows,—

Express	2.00 p. m.
Mixed	5.10 " "
Mail	9.35 " "

Subscribers will confer a favour by notifying us of any irregularity in the delivery of their papers.

We shall be glad at all times to receive items of local news, reports of meetings, accidents, or any incident of interest either in the locality where it occurs or to the county at large. Such matter may be sent at the rate of one cent per ex. if marked Printer's Copy and not sealed. To ensure publication in any particular issue it should reach the office not later than Monday evening.

Huron Signal.

GODERICH, April 9, 1873.

Extra copies of this day's Signal can be had at the Office—price 5 cents.

The Pacific Railway.

On Wednesday last Hon. Mr. Huntington brought up a motion in the House of Commons for the appointment of a committee to enquire into the facts connected with the contract given by the Government for the construction of the Pacific Railway. Mr. Huntington, in his motion, directly charged the Government with having been bribed by the United States promoters of the Pacific Railway Company to grant them the contract, with a large sum of money ($300,000) to be used in corrupting the electors at the recent general election. This was a very serious charge, but the hon. gentleman declared in his motion that he had the proof to substantiate it.

No discussion took place on the motion. After Mr. Huntington had introduced it with a few prefatory remarks the members were called in, and without attempting to deny the charge, Sir John called upon his supporters to vote it down. The numbers stood yeas 76, nays 107. There were 15 members absent most of whom would have voted for the motion.

One would have thought that with such a charge against them, the Government would have been anxious to clear their skirts and would have voted for the committee, but it did not suit them to do so. Knowing however the damaging effect such a charge would have against them in the country, Sir John next day agreed to the appointment of a committee. It is stated, we know not with how much truth, that the Governor-General insisted on this course, stating that he could not allow his ministry to lie under such an imputation, and they must clear themselves of it if possible. Surely a man of Mr. Huntington's knowledge and experience would not stand up in his place in the House and bring such a charge without some ground. If true, it shows a state of political depravity heretofore undreamed of, and should consign those who could resort to such shifts to utter oblivion. We trust that an impartial committee will be appointed and that they will thoroughly sift the matter in order that the truth may be arrived at.

Loss of the Steamship "Atlantic."

In another column will be found the details of one of the greatest marine disasters of the present century. This calamity has directed attention to the fact that the dangerous coast of Nova Scotia, where a number of similar catastrophes have occurred, is not properly supplied with lighthouses and buoys to give warning of the reefs and shoals which there abound. It appears an appropriation was made in the estimates last year for a light ship for the very place where the *Atlantic* was wrecked, but the Government neglected to proceed with the work which, had it been completed, might have averted the catastrophe. An investigation is to be held. Meanwhile we notice that while the Dominion Government come in for a share of censure for having failed to cause the light ship to be placed there, the Halifax papers condemn the Captain in no measured terms. The inquiry will probably show who is to blame.

The Ontario Speakership.

Immediately after the close of the Ontario Legislature Mr. Currie placed his resignation of the Speakership in the hands of the Premier. Of course the Tory papers claim that this step was caused by a "disagreement between the Speaker and the Government. We understand there was nothing of the kind, but that Mr. Currie believed he could be of more service to his party and the Government if relieved from the restraints imposed on him in the Speaker's chair. His relations with the Government have always been and are still of the most cordial kind.

Dominion Estimates.

The following are the estimates for the year from 1st June 1873 to 1st June 1874, as compared with the preceding year:—

Services.	To be Voted 1873-74.	Total for 1872-3.
Public Debt	00000 00	6132708 62
Charges of Management	571392 50	1008550 28
Civil Government		793459 18
Administration of Justice	17900 00	382921 68
Police	88595 00	88595 00
Legislation	208013 00	436275. 00
Geological Survey and Observatories	56700 00	96700 00
Arts, Agriculture, and Statistics	143960 00	144680 00
Immigration and Quarantine	327310 00	327310 00
Marine Hospitals	60500 00	60500 00
Pensions	156916 72	159925 29
Superannuation		15459 00
Public Works and Building chargeable to Capital	9974240 00	9974240 00
Public Works and Buildings chargeable to Income	3097850 00	3097850 00
Ocean and River Steam Service	242141 66	268674 27
Penitentiaries	287325 88	287325 88
Militia	1000000 00	1000000 00
Lighthouses and Coast Service	492849 00	492849 00
Fisheries	51835 00	51835 00
Steamboat Inspection	10560 00	10560 00
Indians	99113 00	99113 00
Miscellaneous	738236 00	738236 00
Subsidies to Provinces		2927304 50
Collection of Revenues.		
Customs	602237 00	602237 00
Inland Revenue	2118300 00	2118300 00
Culling Timber	78000 00	78000 00
Public Works	2669545 00	2669545 00
Post Office	1316000 00	1316000 00
Minor Revenue	10000 00	10000 00
Totals	20857230 27	31005422 92
Total exclusive of Charges to Capital Account	20625671 60	21024183 93.
Increase		$409,512.22.

☞ An extensive fire occurred in Toronto on Saturday last, which destroyed a planing mill with a number of adjoining buildings. Loss about $30,000.

LOCAL NEWS

Badly Sold.—Those boys who took part in that chiravari on the 1st of April.

Freights.—From Chicago advices we learn that several charters have been taken for vessels from that port to Goderich on the opening of navigation, for corn at 11c. and wheat at 12c.

Ball Cards.—We have some very nice Invitation Cards with envelopes to match, in stock, which we are prepared to print to order in first-class style. Call and see them.

Tendered.—Our townsman, George Harvey, Esq., put in a tender for the construction of the new waterworks, at Toronto, but failed to secure the job, some of the other tenders submitted being lower than his.

Temperance Lectures.—Rev. John Shaw, of Brampton, delivered a temperance lecture to a full house at the temperance hall last Wednesday. Mr. Edward Farrow, agent of the Ontario Prohibitory League, will lecture in the same place this evening.

Base Ball.—A meeting of the Base Ball Club was held on Wednesday evening last, when the following were elected officers for the ensuing year:—President, W. Matthews; Secretary A. Simmons; Treasurer, A. M. Polley, Captain, S. Perry; Scorer, H. Rothwell.

The New Dominion Monthly for April is to hand. It contains a good portrait and biographical sketch of the late Dr. Guthrie. The other articles are up to the standard. Published by John Dougall & Son, Montreal, at $1.50 per annum.

Cerebro-Spinal Meningitis.—This malady, more popularly known in this section as the Clinton disease, appears to be spreading over the continent. It is at present raging with terrible fatality in Kentucky, and one of the courts had to adjourn on account of its prevalence.

Canadian Patent Office Record and Mechanics' Magazine.—This is a new monthly journal issued from the office of G.E. Desbarats, Montreal. Its name is an indication of its character, and being published at the low rate of $1.50 per annum it comes within the reach of all. We can recommend it to our mechanical friends.

Steamboat Line.—We understand it is the intention of her owners to put the steamer *Benton* on her old route, between Saginaw, Goderich, and Cleveland, on the opening of navigation. Arrangements are being made to secure a second boat, probably the *Messenger*, for the same route, and if possible a third will be put on, so as to form a tri-weekly line.

Hail Storm.—On Saturday forenoon last we were visited by a storm of rain and hail accompanied by thunder and lightning. It grew so dark that it was difficult to see without lamps. The hail stones which fell here were small in size, but at Stratford, St. Marys and other places, they were as large as pigeons eggs, and immense damage was done among the glass. The tower of the new Union Station in Toronto was struck by lightning and somewhat shattered.

Assault.—On Thursday evening last, Thomas Pentland and John McKay committed an unprovoked assault upon Oliver Pennington and Robert Bates at the corner of the square and West Street; and throw them into the excavation made for Acheson's new buildings. Pennington was severely injured, and Pentland and McKay fearing the result obtained a conveyance and drove to Seaforth, where they took the train next morning. An information was laid and telegrams were despatched for their arrest, which was effected at Sarnia, where they intended crossing to Uncle Sam's dominions. Through the intervention of friends the charge was withdrawn on Monday, the culprits paying the costs incurred so far, and making compensation to Pennington for lost time. The authorities should take measures to stamp out this rowdyism which is becoming quite too common.

The Harbor.—The moving of the ice out of the Maitland has done considerable damage to the new piers. On Friday and Saturday the cakes of ice which had been carried down were piled up in the harbor, there being no outlet to the lake. On Saturday the water began to make its escape over the bar at the bottom of the hill on the north side, but the shallow channel there formed became chocked with blocks of ice. On Sunday morning the ice between the piers gave way, and the rush which ensued undermined the inner end of the north pier which dropped down, and the volume of ice and water striking the south pier nearly at right angles, undermined it for a considerable distance, causing it to topple over. A considerable quantity of gravel has no doubt been carried down and deposited in the dredged basin; and the only way we can see to prevent similar damage being done every spring, will be to make a proper outlet for the river at the foot of the ridge, at the north side of the harbor. This has been proposed and the authorities will now no doubt see the necessity for carrying it out.

Canadian Monthly.—The April number of this magazine has come to hand. The following are its contents:—The Grand Trunk and other railways of Canada. Threnodia, a poem, by Jas. R. Lowell. Little Dorinn, a Tenian story, by Louisa Murray, author of Carmina, &c. Gold for Silver, a poem, by Alice Horton. The burning of the *Caroline*, by G. T. D. Coming Summer, from Frances Havergal's "Ministry of Song." Wanderings in Spain. Rotten Row, a poem by Frederick Locker. The Vendetta, from the French of Honore de Balzac. Current Events; Selections: An Austrian Romance. Marine for Toronto Harbor. Science and Nature. Current Literature. Book Reviews. Literary Notes. The publishers have announced their intention to offer a premium of two hundred dollars for the best story submitted to them—the scene to be laid in Canada, and the characters to be Canadian. The work to occupy not more than fifty pages of the *Canadian Monthly*. The several manuscripts will be submitted to competent judges, and to the author of the one selected will be awarded the premium. M S S. should be sent in by 1st of November of the current year, so that the publication of the story selected may be commenced in the number for January, 1874. Competitors are requested to attach no name to MS., but to enclose and bearing title of story and author's name in a sealed envelope. After the selection has been made the envelope will be opened and name attached to the selected MS. Adam Stevenson & Co., Publishers.

Board of Public School Trustees.

The regular monthly meeting of the board was held on Monday evening, 7th April, all the members present except Mr. Crabb. Mr. Kay was appointed Chairman *pro tem.*

The Minutes of the last regular and special meetings were read and approved.

The report of the Principal for March was read. Number of names on roll 776, average attendance 582. Number of names on roll for corresponding month last year 753, average attendance 521. The Principal recommended that a number of needed repairs be made. The report was received and the repairs left to the contingent committee to carry out.

The following accounts were ordered to be paid,—H. Morton, pitcher 60cts; Jas. Bissett, repairs &c. $3.75.

An application for increase of salary was received from Miss Trainer, in consequence of her being promoted to a higher class.

Moved by Mr. Simmons seconded by Mr. Swanson, that Miss Trainer receive the same salary as Miss Walker did, i. e. $350.

Moved in amendment by Mr. Ferguson seconded by Mr. Buchanan, that Miss Trainer's salary be at the rate of $300. Amendment carried. Miss Lyster's resignation, laid over from last meeting, was accepted.

Moved by Mr. Elliott seconded by Mr. Swanson, that Miss Dixon's salary be at the rate of $275 per annum. Carried.

Applications were received from Miss Longworth and Miss Mary Robinson for the vacancy, caused by Miss Lyster's resignation.

Moved by Mr. Swanson seconded by Mr. Simmons, that Miss Longworth be appointed at salary of $275. Carried.

The Inspector requested the Board to adopt the programme of studies laid down by the department. Adopted.

The Board then adjourned.

Town Council.

Council Chamber, 28th March, 1873.

The regular monthly meeting of the Council was held to-day, the Deputy Reeve in the chair. Members present, Messrs. Passmore, Gardiner, Smaill, Watson, Robertson, A. Smith, Sloan, W. G. Smith, Gordon, Mackay, Clifford and Doyle.

Minutes of last meeting read and approved.

The following documents were received:—

Application for tavern license from Richard Tichborne.

Application from H. Howell to be appointed Collector.

Petition of J. R. Miller, and others, praying to have certain property in the south part of the town drained. Referred to Public Works Committee.

Report of License Inspector stating that John Martin and R. Tichborne had the necessary accommodation to entitle them to obtain tavern license.

Report of Fire Committee.

Report of Auditors. Referred to Finance Committee.

Report of Public Works Committee. Laid over for further consideration.

Report of Finance Committee recommending payment of the following accounts;—H. Gardiner $6.88; McCaig & Struthers $4; Montreal Telegraph Co. $1.85; T. F. McLean $20; J. Passmore $6.25; F. Armstrong $1.40.

Accounts of J. S. Sinclair and James Dickson, for services during Toronto in connection with Municipal Loan Fund, $10 each. Ordered to be paid.

Accounts from F. R. Mann, painting cemetery gates, $8; John Wein, coal oil, $2.50; Sons of Temperance, rent of hall, $60; Montreal Telegraph Co., telegraphing, 40c.

Letter from Mayor of Chicago, acknowledging receipt of $500 towards relief fund.

Copy of petition to House of Commons respecting docks, signed by H. Horton, T. Farrow, and James Dickson.

Moved by Mr. Gardiner, seconded by Mr. Passmore, that the Public Works Committee be associated with the Fire Engine Committee, to report as to the best places for Water Tanks and the estimated cost. Carried.

Moved by Mr. Smaill, seconded by Mr. Watson, that both our fire engines be advertised for sale, and the advertisement be sent to the *Globe* and *Mail* for one month, and that a steam fire engine be advertised for at the same time. Carried.

On motion of Mr. Robertson a By-law to amend the By-law limiting the number of taverns was introduced and read a first and second time, and referred to committee of the whole, Mr. Smaill in the chair.

Moved by Mr. Robertson, seconded by Mr. Gardiner, that the number of licenses be increased from Ten to Thirteen. Lost.

Yeas—Watson, Robertson, W. G. Smith, Mackay, Clifford, Gardiner.

Nays—A. Smith, Sloan, Doyle, Gordon, Detlor, Passmore, Smaill.

The committee rose and reported. The By-law was lost on a similar division.

Moved by Mr. Passmore, seconded by Mr. Sloan, that John Martin be granted a tavern license.

Moved in amendment by Mr. Gardiner, seconded by Mr. Robertson that E. Bingham receive a license.

Moved in amendment to the amendment by Mr. Gordon, seconded by W. G. Smith, that John Pharis receive a license.

Both amendments were lost.

Moved further in amendment by Mr. Gardiner, seconded by W. G. Smith, that Mrs. Rich receive a license.

Moved in amendment to the amendment by Mr. Gordon, seconded by A. Smith, that R. Tichborne receive a license.

Both amendments were lost and the original motion in favor of John Martin was carried.

It was resolved that the services of one of the night watchmen be dispensed with, and E. Graham was re-engaged for three months.

A By-law appointing a Collector was passed through its various stages. The choice lay between H. Howell and D. C. Mackay, the former being appointed by a majority of one.

The Council then adjourned.

Lucknow.

Killed by a Tree.—A fatal accident occured near this village, on Wednesday last to an old woman named Mrs. McKinnon. Her husband, it appears, was falling a tree in the woods whither she repaired for something. Just as she approached him, the tree fell, killing her instantly.

Clinton.

Painful Accident.—A young man by the name of Jas. Jamieson, in the employ of W. O. Fowler, on Wednesday last suffered a very painful accident, by his hand coming in contact with a circular saw, at which he was engaged. It appears in sweeping away the sawdust the saw caught his fingers, and in a very singular way split every one of them. Dr. Worthington dressed the wounds, and there is every reason to believe that he will not lose the use of a finger.—*New Era.*

Stanley.

The council met pursuant to adjournment on Monday, the 31st March. All the members present. The Reeve in the Chair. Minutes of last meeting read and approved.

A petition was presented asking the council to submit a by-law to a vote of the ratepayers, granting a bonus of $15,000 to the London, Huron and Bruce Railway.

The following certificates of licenses were granted: For taverns, George Lecky, and Thomas Champion. For shops, Tudor J. Marks.

The Rev. Mr. Ross made application for aid for a poor, sick woman.

Moved by Thos. Kays, seconded by Dr. Woods, that the sum of $15.00 be granted to Jane McDonald, an indigent, sick person—Carried.

Moved by George Castle, seconded by Thomas Kays, that this council do now adjourn to meet at Robert Drysdale's Hotel, on the 26th April, at 2 o'clock, P. M., to consider whether we shall or not submit a by-law to aid the London, Huron and Bruce Railway Co., and to dispatch other general business—Carried.

Wm. Plummer, Tp Clerk.

Bayfield, April 2, 1873.

Seaforth.

Accident in the Flax-Mill.—On the evening of the 26th ult., a boy of the name of Alex. McDonald while attempting to throw a belt off a wheel in the flax-mill in this place was caught by the belt and whirled round under the wheel. He was taken up in an unconscious state and Dr. Campbell was called in. By this time he was recovering from the severe shock caused by the accident, and the Dr. after making a minute examination found he had escaped with severe bruises, there being no bones broken. This was a most remarkable escape considering the nature of the accident. The boy is still confined to the house.

A New Business.—This winter being such a sickly one and there being so many deaths in this part of the country, no doubt are the reasons why two grave stone manufacturers have established themselves in Seaforth. No doubt they considered that there was a good opening here and so there was.

Mr. Gibb's Concert.—This gentleman is advertised to give a concert in the Town Hall on Tuesday evening the 1st inst. We expect a report in our next.

Hay.

Long Wool.—Mr. Hugh Love, Sr., of Hay, has sent us a specimen of beautiful fine wool, measuring nearly seventeen inches in length. This wool was cut from a Cotswold ewe lamb, ten and a half months old. Mr. Love informs us that this lamb will slip at least fourteen pounds of clean washed wool of equal quality and length with the specimen referred to. He also states that he has a number of other sheep which will shear almost if not quite as much. Mr. Love has gone to much expense and trouble to improve his stock of sheep, and the above facts show that he has not labored in vain.—*Expositor.*

The council met pursuant to adjournment, in the town hall, Zurich, on Tuesday, April 1st, 1873. All the members of council present. The Reeve in the chair. The minutes of last meeting read and approved.

Moved by J. Geigher, seconded by P. S. Geigher, that the petition of the resident owners of property to be benefited by drainage, and being a majority of the same, according to the last revised Assessment Roll, be received, and that this council take such steps as may be necessary to carry out the same. Carried.

Moved by Wm. Carrick, seconded by P. Geigher, that the Reeve correspond with Mr. Weatherald, P. L. S., as to the examination of the lots to be benefited by drainage. Carried.

Moved by Wm. Carrick, seconded by S. Rennie, that it appears from the minutes of a meeting of the Municipal Council of the township of Stanley held lately, that they only offer to expend $150 this season on the boundary line between Hay and Stanley, be it therefore resolved by this council, that in view of the increasing travel upon the said line of road, and seeing that the principal lines of roads running in the same direction in the country are almost all gravelled, and knowing also that there will be no grant from the county this season, that we grant the sum of $400 to be expended in graveling said road this season; $300 of the said sum to be expended east of the 7th concession line, and $100 west. The foregoing was moved, provided the said township of Stanley grant an equal amount to be expended in the same manner, said moneys to be expended and the work done under the superintendence of the Reeve of Hay and Stanley, and that the Clerk be instructed to send a copy of this motion to the Reeve and Council of Stanley, and asking a reply as soon as possible. Carried.

Moved by S. Rennie, seconded by W. Carrick, that the following alterations be made in lists of pathmasters for 1873, viz: James Swinerton's name to be struck off the portion of road over which he was appointed pathmaster is about to be annexed to Exeter; John Bell, substituted for James McLeod; William Lemon, for H. Barr; Jacob Counts, for Herman Quant; Godfrey Nicholson and Wm. Mattice to be added to the list of pathmasters. Carried.

Moved J. P. Geigher, seconded by S. Rennie, that this council do now adjourn to meet again on the first Tuesday in May. The Court of Revision to be held the same day.

Hugh Love, Sr., Clerk.

CORRESPONDENCE.

To the Editor of the Huron Signal:

Dear Editor,—There is not a year but there have been amendments and alterations made, and made for the worse on our election laws. As now constituted, a carriage and four can drive through any part of it, especially when a pliant tool of the existing Dominion Government is to be kept in office. The Dominion Government in every instance gives the appointment of the Returning Officer at the Dominion elections, and look at the fruit of this appointment in the West Peterboro election. They pack a committee to examine into the election petitions of members whose election is protested, and two-thirds of that committee are government supporters. The result is, in ninety-nine cases out of every hundred, he that supports the existing government is kept in power, against the will and wishes of the electors he is supposed to represent. The less complicated the election law is made, the better it is. Members that cost the country each six dollars per day, are worse than wasting the time of members skinning at gnats, and swallowing camels. Let all the contested elections be summary dealt with by County Judges. And any man, or set of men, who shall run for the honor of M. P., or M. P. P., in any Province, or in the Dominion, that is guilty by himself, or agent, of corrupting the electors by promise of anything then, or thereafter, or by intimidation before, or at the polls, should be made liable to pay a fine of $1000, and such members excommunicated, and not allowed to sit as a member either in the Provincial or Dominion Legislature for the next ten years. Also, any agent or agents, who shall allow themselves to be made a tool of by such persons as is running for parliamentary honors, and is found to tamper with an elector through promise of anything, or by intimidation, on conviction thereof before the County Judge, should be made to pay a fine of $500, and be imprisoned in the county jail for six months, and his vote made void for the next ten years. And any elector, who through the promise or gift of anything from the member, or his agent, that is running for parliamentary honors, has been found guilty before the County Judge of taking a bribe, it makes no matter in what form, should be made pay a fine of $250, and his vote made void the next ten years. These simple and comprehensive suggestions would work with a charm. In every case $100 would pay the cost of a contested election. Not as it is now dragged thousands of miles to Ottawa, yes, and thousands of dollars wasted at the feet of Gamaliel.—*Ed.* How long is this state of things to continue? How long will the electors of this noble Dominion allow themselves to sold and brought to the verge of bankruptcy? You are taxed to the amount of $300,000 to pay Council and County Council, but you have to pay the heaviest of all to the Dominion Government. Your votes are taxed, your letters or newspapers are taxed, your tea and sugar are heavily taxed, your blankets and cotton are taxed, your snuff and tobacco are taxed, and everything you wear is taxed—and millions squandered by the Dominion Government every year. Your debt was once blank—now near $100,000,000. The Ship of State is about wrecked; the Pacific Railway ruined. Will show when this Dominion is drifting. The American debt is diminishing, whereas the Dominion debt is daily increasing. Pardon me Mr. Editor, if at some future day, I shall deal with this question more fully.

J. C. McIntosh.

Bayfield, March 31, 1873.

GROSS OUTRAGE.

MURDERED BY SCALDING!

News comes to us of a gross outrage recently perpetrated in Hamilton, from the effects of which Thomas Lardean, an emigrant from the West Indies, died on Thursday last. The deceased was employed in Forbes' potash factory, and on the night of the outrage was left in charge of the factory to attend to the boiling of potash, and was alone there. A little after ten o'clock two men came in, blew out his light, and after a struggle succeeded in throwing him partially into one of the kettles of boiling lye. His head and shoulders were frightfully scalded, and his hands and arms most dreadfully injured. He managed to scramble out of the kettle and give the alarm, and was at once attended to by a physician and afterwards taken to the hospital where he died. A man named Duffin has been arrested. It is said he and others were discharged by Forbes some time ago, and the best of feeling does not exist between the workmen that have been discharged and those at present employed in the factory.

The Grand Trunk.

Proposal to Raise £2,000,000.

Mr. Alexander McEwan has come to the relief of the Grand Trunk directors with a plan for raising £2,000,000, to complete the process of changing the iron for steel rails and reducing the gauge to 4 ft. 8½ in. The mode by which he proposes to do this is equally bold and startling; no less than the issue, at 80 per cent. discount, of £10,000,000 of ordinary stock. The whole of the original stock, not being put on the market at once, could not be floated; and now with a debt of some $90,000,000 it seems almost an act of temerity to propose to issue £10,000,000 new stock, even at eighty per cent. discount. Mr. McEwan has discovered that speculative purchasers have a liking for low-priced stocks, even though there is no chance of their paying any dividend. The morality of issuing stock because it can be floated, irrespective of the prospect of its not paying, does not come into question in Mr. McEwan's scheme. He thinks the £2,000,000 would fructify all the rest of the capital. The increased earning power to be derived from the whole road being laid with steel rails he placed at 20 per cent; a change of gauge by which the rolling stock of American lines would be made available, an increase of through traffic, which the line, in its present condition, is unable to take, and an economy of its working expenses, are what Mr. McEwan relies on for success. No doubt favorable results may be expected from these changes; but whether they would be extensive enough to make the whole capital productive is a question we would rather leave to the decision of those who are ready to venture their capital on the experiment.

It is probable that a very large reduction in the percentage of working expenses could be effected after the proposed changes are made. The greater the traffic the less that percentage should be. It was on this point of working expenses that the original estimates of the projectors of the road failed to realize expectations. They formed a Three expenses they estimated at only about half what they have proved to be. The earnings they estimated only at £25 a mile per week; a figure to be realized, without the company being the richer. Mr McEwan now doubles the estimate—he expects the earnings to reach £50 a mile—and it is possible that migh be realized without the profits coming up to his estimate. He expects, undis. scheme, a net profit this year, £750,000; next year £150,000, and in 1875, £250,000. If there be a weak point in this scheme, it will probably be found in the estimate of the working expenses. It is derived from the experience of the Great Western; it will certainly cost more to work the Grand Trunk, the very fact that the former road earns £65 a mile per week, and Mr. McEwan only hopes to bring the Grand Trunk up to £50, working the addition. A reason for a difference in the percentage of working expenses. If the scheme fail to meet the expectations formed of it, this will be the reason: the estimate is based on a comparison of two roads, which, in two or three essential particulars want a common basis of comparison.

A reduction of interest on the preference stock proposed, and the ordinary stock gets three per cent. interest. Three per cent. interest on the new stock would be 15 per cent on the amount originally paid for it. But men who are willing to venture £2,000,000 on this chance would deserve all this, if it should be earned.

A meeting of proprietors is said to have endorsed Mr. McEwan's plan, with only three dissentients. Would this be a meeting was got up does not appear; and what was its real significance re mains to be seen. It would not be at all surprising if the scheme were adopted. It leaves the unprovoked assault upon their order, and it adds £2,000,000 new capital to their security. It finds the means of rapidly laying the whole road with steel rails, and suddenly increasing its earning power. It comes from outside, and would take the direct the trouble of trying to carry out a scheme of their own, in many respects much less promising. Mr. McEwan is said to have deceived, even two of himself and friends, £100,000 to show that they are in earnest.

Any plan by which the road can be put into an effective condition in the shortest time must find favor in Canada. If the business of the west be practically unlimited, and can be made profitable, there is no doubt it could be most effectively done by means of a double track. But this is a present cost of the question. Mr. McEwan's scheme, if carried out, would take the company over the immediate difficulty in which it is placed, whether it would make all the capital productive or not.

DOMINION PARLIAMENT.

Monday, 31st March.

Among the numerous petitions presented against the traffic in liquor was one from the Indians on the Sarnia Reserve. In reply to Mr. Farrow, Sir John A. Macdonald said it was not the intention of the Government to introduce a measure to make prepayment of letters at the time of posting compulsory. Mr. Blake asked whether the Minister of Justice, during the late general election, used the gunboat Prince Alfred for the purpose of travelling from Goderich to Sarnia in order to attend the Lambton nomination, and thence to Kincardine with a view of attending the South Bruce nomination and thence, on his return, to Sarnia, and whether he made any other use of the Prince Alfred during the election; and upon whose authority he made use of the Prince Alfred during the election. Sir John Macdonald said that while the elections were going on he was offered a passage in the steamer Prince Alfred, to Goderich. He asked the captain of the vessel to take him to Sarnia upon a very interesting occasion, as the hon. gentleman opposite knew. Subsequently at the request of the Minister of Justice the steamer took him to Kincardine and from Kincardine back to Goderich. He had no other use of the Prince Alfred. He said the Minister of Justice asked the Captain to be good enough to give him a passage, and he gave him one. With reference to the paymaster at Germaine settling in Canada, Sir John replied that nothing could be done except through the Imperial Government by Act of Parliament, but that active steps had been taken to bring about the naturalization of foreign subjects settling in Canada. Mr. Mackenzie asked whether the Government had made any arrangements for placing an efficient range of lights on the north pier at Goderich on the opening of navigation, and if so, and any appointment been made of any person in charge of such lights; and if so, the name of the person. Sir John A. Macdonald said that a temporary range of lights would be placed on the north pier at Goderich; permanent lights would be put up as soon as proper lanterns could be obtained. The reason they had not been put up was that the lanterns they were to have had had been destroyed by fire. No person had been appointed to take charge of the lights. Hon. Mr. Tilley stated the Government did not intend to withdraw the 20 cent pieces from circulation. The old copper coins were being gradually withdrawn, melted and sold. At present the Receiver General had ready for distribution a large supply of cents. The Speaker read a Bill from the Senate as to the organizing of a Department of the Interior. The Bill was read a first time. Mr. Huntington gave notice that before the House went into Committee on Ways and Means to-morrow on the budget speech, he would move an amendment that a committee be appointed to enquire into all matters connected with the Canadian Pacific Railway. A discussion took place on the expenditure fund which was adjourned for further consideration. A motion of Dr. Schultz with reference to the treatment of Indians in the Northwest, and asking for all papers connected with the subject, was agreed to. Mr. Wallace (Norfolk) moved a resolution on which to found an Address to Her Majesty, praying that the Imperial Parliament be recommended to take into consideration a Confederation of the Empire. Hon. Dr. Tupper deprecated any action which might be construed into a desire on the part of Canadians for a change from Confederation and urged the withdrawal of the resolution. Sir John Macdonald was glad the resolution had been introduced, as he considered that by slow degrees the connection between Britain and Canada would be less of allegiance and more of alliance. Mr. Rymal considered that the motion was a mere piece of buncoing, and that the member for South Norfolk had been put forward with the resolution to draw out the Opposition, but they had failed and were forced to strangle their own bantling with their own hands. Mr. Wallace denied the assertion of Mr. Rymal and shortly after the House adjourned.

Tuesday, 1st April.

After the reading of private petitions and the transaction of other routine business, Hon. Mr. Tilley commenced his Budget Speech. Mr. Huntington, before the Financial Minister entered upon his financial statement, and on being informed that the Budget Speech would be made with the Speaker in the chair, gave notice that, instead of routine business he would submit the motion of which he had given notice yesterday. Hon. Mr. Tilley commenced by saying that he regretted deeply that his talented and venerable predecessor was not discharging the duty which had fallen to his lot. He desired to refer to the first five years since the Union, as it was important that accurate information should be given the country. The condition of trade, banking, tonnage, everything indicating our prosperity, was most satisfactory. The capital and deposits of the banks had largely increased. The paid-up capital in 1867 was $28,692,980, in 1873, $49,189,169. In deposits there was an increase of nearly $27,000,000. The imports in 1868 were $51,600,000, in 1872, $82,639,662; the goods entered for consumption in 1868 were $71,985,000; in 1872, $107,709,000. The rate of duty in 1868 was 12½, in 1872 12 11-100, and it was less than 10 per cent. this year, owing to the reduction of duty on teas and coffees. During the last five years there had been taken from the surplus revenue the traffic the less that percentage should be. It was on this point of working expenses that the original estimates of the projectors of the road failed to realize expectations. They formed a These expenses they estimated at only about half what they have proved to be. The earnings they estimated only at £25 a mile per week; a figure to be realized, without the company being the richer. Mr McEwan now doubles the estimate—he expects the earnings to reach £50 a mile—and it is possible that migh be realized without the profits coming up to his estimate. He expects, undis. scheme, a net profit this year, £750,000; next year £150,000, and in 1875, £250,000. If there be a weak point in this scheme, it will probably be found in the estimate of the working expenses. It is derived from the experience of the Great Western; it will certainly cost more to work the Grand Trunk, the very fact that the former road earns £65 a mile per week, and Mr. McEwan only hopes to bring the Grand Trunk up to £50, working the addition. A reason for a difference in the percentage of working expenses. If the scheme fail to meet the expectations formed of it, this will be the reason: the estimate is based on a comparison of two roads, which, in two or three essential particulars want a common basis of comparison.

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corning Renfrew returning officer came up. A number of minor matters were disposed of when Hon. Mr. Mitchell moved that the House do go into Committee on the Bill entitled an Act to provide for keeping order on board passenger steamers. Mr. Oliver thought that considering the number of petitions which has been received in favour of total prohibition, some restriction should be placed on the sale of liquors on board steamers. Mr. Mitchell considered that this question must be dealt with under another head. A number of bills were advanced a stage and some items in the estimates passed in committee.

On Friday, Mr. A. M. Dechisle, Collector of Customs at Montreal, paid $2,600 in order to be able to obtain a settlement of a suit against him for voting for a Government candidate in 1871. The suit was brought by Mr. Lacroix, a former employee in the Custom House, and he has handed the money over to the Canadian Institute.

Mitchell is not likely to come to a satisfactory understanding on the waterworks question. A good many of the ratepayers think $14,000 or $15,000 is too much for Mitchell to spend in that line, and would prefer giving that sum to a competing line of railway, while others think that in the long run it would pay.

THE MARKETS

GODERICH, April 8, 1873.

Wheat, (Fall) ⅌ bush	$1 14	@