

DOORS, SASHES, BLINDS, MOULDINGS, and every Description of Interior Finish. STAIRS, HANDRAILS, NEWELS and BALUSTERS. A Specialty. Send for Price List. SHINGLES, LATH & LUMBER. Estimates on application. Address FRANCIS SMRETH, Goderich.

COUNTY COUNCIL. The June Session of our County Senators.

(Continued from 3rd page.)

ROAD COMMISSIONER'S REPORT. That, as instructed by the Council at its meeting in January last, I went to examine the bridge referred to in item 96 of the minutes, and found that the bridge is over a creek in a deep and narrow gully, and is in freshets liable to have a very heavy rush of water through it; the bridge is 141 feet span and 3 feet high, and in a flood it is oftentimes choked up with water, and consequently the water finds an outlet over the embankment at the north end of the bridge, and washes it away sometimes as much as sixty-three feet. I would suggest that the bridge be made 6 or 8 feet more of a span, and 2 feet higher, which I believe would allow any flood there to pass safely. I examined the bridge over the Eighteen Mile river on the Ashfield road, and find that it will require a new floor and some slight repairs to the approaches and hand railing. The Graham's bridge on the Lake Shore Road, will require to have some repairs to the approaches. The approaches to Help's Bridge will need some slight repair, and the plank is torn off of the piers with the ice. I would take the liberty to suggest that it might be well to have a plate of iron put over the point of the cutwater, so as to save this plank from being torn off yearly. In connection with the affairs of the Maitland bridge, I have much pleasure in stating to the Council that I have been able to secure the services of the Clerk in all the various little matters and troubles incidental to so large an undertaking. I have further to state that as authorized by the Warden's Committee, I superintended the finding and making of a safe fording place across the river while the traffic is stopped across the bridge by taking away the old bridge and erecting the new one. Considerable time and labor for that purpose was spent, as the early season of the year made it more difficult. The dam for Mr. Platt's new mill was partly to remove and lower, which was a difficult work, the water being cold and deep, and it was difficult to find men who could or would work under such conditions. At the fording place there was a number of heavy boulders in the bed of the stream which had to be removed to a depth of not less than four feet of water, and deep holes in the bottom were filled with gravel. After all this had been done the approaches on both sides of the river required to be cut away in some places and filled in others to make it as safe and convenient as we could for teams and light vehicles, and after all that was completed, a temporary foot bridge, which should be made safe, had to be made as to allow foot travellers to get across. The various items of expense for the above works cost the moderate sum of \$87.37, the account for which will be laid before you. I have also to say that some of the timber supplied for the erection of the new bridge was lost in the ice and had to be replaced, which was done, amounting to a little over 2000 feet. I have succeeded in obtaining all the cedar for the flooring joints in local mills, which it was feared we would scarcely be able to obtain, and which is nearly all delivered on the ground. I have also to say that with the concurrence of the Warden's committee, I engaged Mr. Sands to superintend and inspect the mason work, all the time that it was being laid in position on the piers and abutments. I cannot conclude my report without stating to the Council that Mr. Lechman, the superintendent of the work for the Iron Bridge Company, has rendered us very able advice and efficient assistance in all or any of the little difficulties that are sure to occur, and do occur, where so many contractors are carrying on each his own contract simultaneously on the one work, and I believe that it is a good guarantee that the work will be satisfactorily finished, as he thoroughly understands the whole work.

All of which is respectfully submitted, CHAS. GIRVIN, Road Com.

The following motion by Mr. Hayes, seconded by Mr. Evans, was also referred to Road and Bridge Committee: That Messrs. Mason and Hardy, Road Commissioners, be instructed to confer with Mr. Jones, Reeve of Logan, with respect to a bridge on the boundary of Logan and McKillop, to have the same rebuilt at once. Also that they examine the two bridges north of Searforth, one on the 4th and 5th concession, and the other on the 11th concession, and have them put in a proper state of repair.

Moved by Mr. Elliott, seconded by Mr. Kaine, that this Council grant the sum of ten cents per day, in addition to the non-commissioned officers and men of the 33rd battalion, who perform their annual drill this year. Carried.

Moved by Mr. Kaine, seconded by Mr. Cook, that the Road Commissioners be instructed to proceed with the construction of the boundary line between Howick and Minto. Referred to the Road and Bridge Committee.

Moved by Mr. Graham, seconded by Mr. Castle, that a by-law be passed to confirm by-law No. 3, of the township of Stanley for 1881, for the disposal and closing up of part of concessions 4 and 5 from the south boundary to the side line between lots 5 and 6, to James Lawson and others named in said by-law. Carried.

The reports of Messrs Miller and Dewar, I. P. S. were read and referred to the School Committee.

Moved by Mr. Webster, seconded by Mr. Griffin, that Road Commissioner Girvin be instructed to have the approach at the west end of the bridge at Port Albert repaired. Referred to the Road and Bridge Committee.

The Council then adjourned to meet at 3 p. m. to-morrow.

THE CAMPAIGN.

Reports from over the County. Particulars of the Meetings - Facing the Battle on the Platforms - Getting Ready for the Poll.

Mr. Porter held a meeting here on Thursday evening of last week, which was well attended. Mr. Porter opened the meeting by an address which occupied an hour and a half. Mr. D. McGillicuddy represented Mr. Cameron at the meeting, but was allowed only one hour to reply to Mr. Porter. At the end of Mr. McGillicuddy's remarks Mr. Porter closed the meeting with a fifteen minutes speech. The chair was occupied by Mr. Troy of Wawanosh in a creditable manner. The meeting was unmistakably in favor of Mr. Cameron, and the cheering for Hon. Mr. Blake was most enthusiastic.

BEN MILLER. Mr. Cameron's meeting at Ben Miller on Friday night was a great success. The village band turned out to meet him, and furnished choice selections during the evening. Mr. Garrow spoke first hour for Mr. Cameron in his well known able manner. Mr. Porter replied, and kept up his reputation for vigor on the occasion. The closing remarks by Mr. Cameron who was, however, still suffering from hoarseness, carried the meeting by storm. Mr. J. Kernighan occupied the chair.

At the close of the meeting Mr. F. W. Johnson came forward to the platform, and made a speech in which he alluded to the Smith's Hill meeting. "When I tap you on the shoulder, yell like hell!" He would bet \$100 that no one could prove he said it. Two prominent Reformers came forward and asked him to put up his money, and Mr. Johnson wisely withdrew his offer. He stated, however, that one could prove that he said it, when Mr. Magnus Swanson stepped forward and told him he could prove the fact. Some other cross-talking ensued, and at the close the talented (young) barrister was a "wilted lily." He came forward to shear and went back shorn.

OTHER MEETINGS. Hoover's Schoolhouse, and Deacon's Schoolhouse during the week. At Doneybrook "Steel rails" Jimmy Johnston, who had recovered from the dressing-down given him by Mr. McGillicuddy at Oliver's schoolhouse, endeavored, with the aid of Higginbotham and Wallace, to create a disturbance in favor of Mr. Porter, but the good sense of the meeting was against their proposal, and Mr. Gibbons the chairman brought them to order.

The Pacific Railway. The Syndicate bargain was premature, in that a large expenditure of land and money might be avoided, if we would wait until the end of the road, our railroads across the prairie of the North West, and get our emigrants into the country. In a short time we should be able to finish our own line from Thunder Bay we had just made connections with the American system by the Pambina branch, and if we had a few miles across the prairie west of Red River, we could then show to the world a country traversed by a railway which would offer attractions to the capitalist. Having made our own boom, we could then proceed to negotiate with the Government, which brought down to us by the Government, based as it was on the idea that the railway must be a losing property for a long term of years. Events justified what I claimed in this regard. Certainly, immigrants are flocking in from Ontario and from the old world, and the land here is found in value and the Government has been able to sell lands 40 miles back from the railway for \$2.50 an acre in cash. Only a little more than a year ago 25,000,000 acres were sold to the Syndicate at an actual valuation of only \$1 an acre. The Government gave \$50,000,000, as has been said, but now it is confidently affirmed that the Syndicate can construct all its railways out of the land and money subsidies. All these prospects of profit would have been ours to barter if we had done our work properly; had proceeded with the prairie sections, which were cheaply constructed, and had first made the land boom before we made the railway contract. But no, our Government, in spite of all warnings, made the bargain before it made the boom. I said that a miserable system of exaction, of delays, of discounts, and of all the evils attendant on a monopoly would grow out of that infamous 20 years clause, by which a Chinese wall 15 miles broad is kept up. I warned them of this when they were in the act of rejecting the proposition to build the whole road for \$3,000,000 less and 3,000,000 acres less land, with no monopoly clause, no exemption from customs duty, and no exemption from municipal taxation. But they rejected the better offer and preferred the worse. And if that monopoly clause has been found hurtful, already, what will it not be in five or six years? These are results coming as we expected they would come, and other points of difficulty are not yet fully developed. One, to which in my mind great importance attaches, is the regulation exempting railway property and land from municipal taxes. When the time comes that, with the progress of settlement, the questions of roads and of bridges have to be considered, then the exemption of the alternate lots belonging to the Syndicate will be found to involve a great evil. The land policy of the Reform Administration was to sell the land to actual settlers, but the present Government has proposed that it should be sold to a monopoly of speculators and so-called colonization companies, without the necessary provisions for settlement, and these people intend to make many times the cost of the land out of the settlers, as I will show you by one of their prospectus. (Here Mr. Blake read a prospectus of a Colonization Company, on which John A. Mackenzie's name appeared as a director.)

A voice—Some of the speculators are Reformers.

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JULY EXAMINATION--1882.

FIRST CLASS, GRADE "O" NON-PROFESSIONAL, will begin at the Normal School, Toronto, Monday, July 10th, at 2 p.m. Intermediate at the High Schools of the County, Monday, July 10th, at 2 p.m. The professional examinations for intermediate certificates will begin at the conclusion of the non-professional examination. The examinations for first-class, grades "A" and "B," will begin after the conclusion of the professional examination. It is indispensable that candidates should notify the Secretary not later than the 1st of June, of their intention to present themselves for examination, and furnish the necessary certificates of character and service. Forms of notice to be given by each candidate previously, can be obtained on application to the Secretary. Teachers desiring to pass the Intermediate Examination must be particular to state the High School at which they desire to write, and the optional subject which they intend to take.

PETER ADAMSON, Secretary, Goderich, P.O.

SALE BY TENDER OF A Valuable Stone Warehouse. Tenders will be received by the undersigned up to JULY 1ST, 1882, for the purchase of lot 167 and E. half 1099 running numbers in the town of Goderich, known as the Seymour Warehouse property, opposite the extensive flour mills of Ogilvie & Herlihy. There are Public Highways on two sides of the property, in addition to which it fronts directly upon the docks at Goderich Harbor and upon the Grand Trunk Railway. From its position it is unsurpassed for manufacturing or warehouse purposes. The owners are non-resident and for that reason are anxious to sell if a fair price can be obtained, but no tender will necessarily be accepted. The title is perfect. Terms of payment to be ascertained. Apply to J. L. MORTON, 12th May 1882. Solicitors.

ALLAN LINE ROYAL MAIL STEAMSHIPS. LIVERPOOL, LONDON, DERRY, GLASGOW. SUMMER ARRANGEMENTS. MAIL STEAMERS--SEASON 1882. Cabin, Intermediate and Steerage Tickets at LOWEST RATES. Steerage Passengers are booked to London, Cardiff, Bristol, Queenstown, Derry, Belfast, Galway and Glasgow, at same rates as to Liverpool. SUMMER SAILINGS: From Quebec, Saturday, May 27. From Goderich, Saturday, June 3. From Goderich, Saturday, June 10. From Goderich, Saturday, June 17. From Goderich, Saturday, June 24. From Goderich, Saturday, July 1. From Goderich, Saturday, July 8. From Goderich, Saturday, July 15. From Goderich, Saturday, July 22. From Goderich, Saturday, July 29. From Goderich, Saturday, August 5. From Goderich, Saturday, August 12. From Goderich, Saturday, August 19. From Goderich, Saturday, August 26. From Goderich, Saturday, September 2. From Goderich, Saturday, September 9. From Goderich, Saturday, September 16. From Goderich, Saturday, September 23. From Goderich, Saturday, September 30. From Goderich, Saturday, October 7. From Goderich, Saturday, October 14. From Goderich, Saturday, October 21. From Goderich, Saturday, October 28. For tickets and other information apply to H. ARMSTRONG, 1831-3m. Ticket Agent, Goderich.

WILSON'S DRUG STORE. Pure Lime Juice Heleboro. PARIS GREEN. Fly and Insect Destroyer for sale in BULK.

THE GRAND TRUNK RAILWAY has arranged for a series of excursion trains, in charge of special agents, to run through to Dakota and Manitoba without change of cars. These trains will commence to run about the first of March. Parties who intend going to the Northwest should bear in mind that the Grand Trunk is the shortest and best route, having an independent line to Chicago, thus avoiding all unnecessary transfers and tedious changes, and this year offer facilities to the travelling public unequalled by any other road. The undersigned will have much pleasure in furnishing every information as to fares, tickets, baggage, freight and live stock to all parts of Dakota and Manitoba, and desirable goods checked through to destination. Pamphlets made &c., free on application. J. L. MORTON, Agent G. T. R., or H. ARMSTRONG and ticket agent G. T. R., Goderich.

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INSURANCE CARD.

BRITISH ASS. COY., Toronto--Established 1833. PHENIX INS. COY. of LONDON (England)--Established 1782. HARTFORD INS. COY. of HARTFORD, Conn--Established 1810. Risks taken in the above first-class Offices, at the lowest rates by HORACE HORTON. The undersigned is also Agent for the CANADA PER. LOAN and SAVINGS COY. TORONTO. Money to Loan on first-class security, from 7 to 8 per Cent.--Charges moderate. HORACE HORTON, Goderich Sept. 10, 1880.

ANCHOR LINE. UNITED STATES MAIL STEAMERS. Sail Weekly to and from NEW YORK AND GLASGOW, VIA LONDON, DERRY, BRISTOL, QUEENSTOWN, DERRY, BELFAST, GALWAY AND GLASGOW. Return Tickets, 75%. Steerage passengers booked at low rates. Passenger accommodations unequalled. ALL STEAMERS ON MAIN DECK. Passengers booked at lowest rates to or from Germany, Italy, Norway, Sweden, Denmark, etc. For Book of "Tours in Scotland," Rates, Plans, &c., apply to HENDERSON BROTHERS, 1831-3m. Or to MRS. E. WARNOCK, Hamilton St., Goderich.

1882-MANITOBA--1832. SPECIAL EXCURSIONS. THE GRAND TRUNK RAILWAY has arranged for a series of excursion trains, in charge of special agents, to run through to Dakota and Manitoba without change of cars. These trains will commence to run about the first of March. Parties who intend going to the Northwest should bear in mind that the Grand Trunk is the shortest and best route, having an independent line to Chicago, thus avoiding all unnecessary transfers and tedious changes, and this year offer facilities to the travelling public unequalled by any other road. The undersigned will have much pleasure in furnishing every information as to fares, tickets, baggage, freight and live stock to all parts of Dakota and Manitoba, and desirable goods checked through to destination. Pamphlets made &c., free on application. J. L. MORTON, Agent G. T. R., or H. ARMSTRONG and ticket agent G. T. R., Goderich.

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THE CAMPAIGN.

Reports from over the County. Particulars of the Meetings - Facing the Battle on the Platforms - Getting Ready for the Poll.

Mr. Porter held a meeting here on Thursday evening of last week, which was well attended. Mr. Porter opened the meeting by an address which occupied an hour and a half. Mr. D. McGillicuddy represented Mr. Cameron at the meeting, but was allowed only one hour to reply to Mr. Porter. At the end of Mr. McGillicuddy's remarks Mr. Porter closed the meeting with a fifteen minutes speech. The chair was occupied by Mr. Troy of Wawanosh in a creditable manner. The meeting was unmistakably in favor of Mr. Cameron, and the cheering for Hon. Mr. Blake was most enthusiastic.

BEN MILLER. Mr. Cameron's meeting at Ben Miller on Friday night was a great success. The village band turned out to meet him, and furnished choice selections during the evening. Mr. Garrow spoke first hour for Mr. Cameron in his well known able manner. Mr. Porter replied, and kept up his reputation for vigor on the occasion. The closing remarks by Mr. Cameron who was, however, still suffering from hoarseness, carried the meeting by storm. Mr. J. Kernighan occupied the chair.

At the close of the meeting Mr. F. W. Johnson came forward to the platform, and made a speech in which he alluded to the Smith's Hill meeting. "When I tap you on the shoulder, yell like hell!" He would bet \$100 that no one could prove he said it. Two prominent Reformers came forward and asked him to put up his money, and Mr. Johnson wisely withdrew his offer. He stated, however, that one could prove that he said it, when Mr. Magnus Swanson stepped forward and told him he could prove the fact. Some other cross-talking ensued, and at the close the talented (young) barrister was a "wilted lily." He came forward to shear and went back shorn.

OTHER MEETINGS. Hoover's Schoolhouse, and Deacon's Schoolhouse during the week. At Doneybrook "Steel rails" Jimmy Johnston, who had recovered from the dressing-down given him by Mr. McGillicuddy at Oliver's schoolhouse, endeavored, with the aid of Higginbotham and Wallace, to create a disturbance in favor of Mr. Porter, but the good sense of the meeting was against their proposal, and Mr. Gibbons the chairman brought them to order.

The Pacific Railway. The Syndicate bargain was premature, in that a large expenditure of land and money might be avoided, if we would