

The Signal

DEVOTED TO COUNTY NEWS AND GENERAL INTELLIGENCE

GODERICH, ONT., FRIDAY, AUGUST 17, 1888.

(D. McGILLICUDDY, PUBLISHER.
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BY THE NORTH.

Listowel Excursionists Visit Huron's County Town.

The Visitors Welcomed at the Station—Meeting in the Town Hall and a Discussion of the Railway Question—Argument for the North.

Tuesday last some two hundred excursionists from Listowel, accompanied by the brass band of that town, made their appearance in Goderich. Another contingent of the excursionists was attracted to Port Elgin by the same train in that town, otherwise they would have had the whole party from Listowel to see us. The visitors were met at the station by a reception committee from the town council of Goderich, the citizens' railway committee and the board of trade, and welcomed through their representatives, on behalf of Huron's county town.

At 2 o'clock p. m. an informal gathering of members of the town council, board of trade, citizens' railway committee, and other prominent residents of Goderich, was held in the town hall to meet the visitors and talk over the railway question. Amongst the representatives from Listowel present were: Mayor Bricker, Reeve D. D. Campbell, and Messrs. A. St. George, Hawkins, J. W. Scott, A. W. Scott, A. W. Easterton, John Burton, James Perrin and F. McDowell. The well-known features of Mr. P. Kelly, of Blyth, were also observed in a prominent place.

The chair was taken by acting-Mayor Johnston, of Goderich, who was supported by Mayor Bricker, of Listowel, and the discussion of the Guelph and Goderich R.R. via Listowel, was proceeded with.

Mr. D. D. Campbell, reeve, of Listowel, was the first speaker. He felt difficult about addressing a meeting composed of so many representative men, all of whom were, he believed, thoroughly conversant with the benefits that would accrue by building the road from Guelph to Goderich by what was known as the northern route. At the last public meeting held in Goderich the published reports showed that the people of the town were almost unanimously in favor of the line by Listowel, Brussels and Blyth, and as the people of Listowel favored that scheme, a representation was here today from that town to confer with the progressive men of Goderich on the question, and to proffer aid and assistance towards prosecuting the scheme. At the meeting with Mr. VanHorne last spring that gentleman had promised to come up and run over the route by Listowel from Guelph to Goderich, and a recent communication from him by railway committee conveyed the intelligence that he still pursued doing so, and had not forgotten his promise in that regard. The city of Guelph holds the charter for the road, and we have been anxious that Guelph should give a deliverance on the question of route, but owing to the absence of Mr. VanHorne out West, this matter has been delayed. Mayor Macdonald, of Guelph, had sent a letter to Listowel within the past week stating that a meeting would be held at an early date to determine the location of the road, so far as that city was concerned. He (Mr. Campbell) felt that if the line was to be extended it should be by the northern route, for there was no room for the already established centres in Huron and Perth. Listowel was a unit on this question, and always worked as a unit for the good of the town, and for that reason we were generally progressive and successful. If Goderich worked as a unit in this matter there was no doubt that success would be attained. What was wanted was to look at the question as one of business interests purely. The line that would do most good to Goderich should be taken up and unannouncedly advocated by the people of the town, and that was the view taken there was doubt the northern route would be the one selected.

Mr. Scott, of Listowel, said we were all highly interested in the question of railways. We could not get too many railways for the benefit of a town or country. The proposed line should run through important traffic. Along the route a paying route it would take years, if not all time, to establish towns and villages equal to those existing along the northern route, and the building up of such towns would certainly be inimical to the interests of those already established. By the northern scheme such important towns and villages as Elmira, Listowel, Brussels and Blyth would be touched, whereas the central route would strike no place of any importance. He was glad to see by published reports that Goderich was favorable to the northern scheme, and Guelph was also almost a unit on the same route. When Mr. VanHorne came over the road the benefits of the road by Listowel, Brussels and Blyth could easily be shown to him. He favored the getting up of statistics of trade at the various points along the line, and as it was business could be made, and one that would certainly put aside that of all other competitors.

Mr. P. Kelly, reeve of Blyth, was next called upon, but it took some time for him to overcome his natural bashfulness.

and face the audience. When he struck the platform he soon demonstrated that he was at home on railway discussions. They had not met there by accident, he said, but to discuss a question that was of vital interest to Goderich, Guelph and all the towns between. The matter had to be looked at from a purely business standpoint. The road Goderich wanted was that which would increase its trade with the east, that would develop the magnificent water privilege which it enjoyed by its proximity to the great lakes, that would make its water front flourish, would bring wealth to its borders. Goderich harbor was a Government harbor of refuge, and would remain so while grass grew or water ran, and it was the duty of every resident of the town to use every effort to promote the scheme which would best promote the welfare of the town and develop its natural resources. Goderich was at present the county town, but care should be taken that better communication be had with the north-eastern part of the county or change might come in this regard. Personally he liked the old town, and he had always found the people willing and anxious to take \$4.99 out of any man who came to town possessed of \$5. (laughter) but much as he liked Goderich his connection with the place was not one of sentiment, but of business. Better access to the county town must be had from outside if the county seat was to be kept here. On this railway question there was only one feasible scheme, and that was what was known as the northern route. When the delegation was at Montreal he had told Mr. VanHorne that, clear as he undoubtedly was, he could not build up a line of thriving towns along the proposed central route, with railway facilities fully as good as he could offer, were already located from six to eight miles north and south of it; that to build up towns in an old settled district with a competitive central route was a far different thing from going into a country and making towns where others did not exist. We were overbuilt in Western Ontario, and it was impossible to out trade so an extent as to create new centres. The centre, and could not hope to be a paying road, and when that element ceased the C. P. R. would be anxious to build it, if they ever had such an intention would certainly cease. The question of the southern route, by Seaforth and Clinton, was in the opinion of Mr. VanHorne distance was of no consequence in comparison with the chances for increased traffic. He (Mr. Kelly) was prepared to prove, admitting the road would cost \$15,000 a mile—making up of \$2,000,000 that one-third of the volume of trade done at Listowel, Brussels and Blyth, during the past year would pay the interest on the \$12,000 a mile investment by the company. He had the figures with him and but for pressure of time could ever be made along the central route, and as the C. P. R. was a concern within the past week stating that a meeting would be held at an early date to determine the location of the road, so far as that city was concerned. He (Mr. Campbell) felt that if the line was to be extended it should be by the northern route, for there was no room for the already established centres in Huron and Perth. Listowel was a unit on this question, and always worked as a unit for the good of the town, and for that reason we were generally progressive and successful. If Goderich worked as a unit in this matter there was no doubt that success would be attained. What was wanted was to look at the question as one of business interests purely. The line that would do most good to Goderich should be taken up and unannouncedly advocated by the people of the town, and that was the view taken there was doubt the northern route would be the one selected.

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he has seen the country for himself. Mr. Kelly was the time for us to join together and put up a big showing for the northern route.

Mr. Caldwell, of Auburn, was present when the interview with Mr. VanHorne was had, and the statement made by him which has just been made by Mr. Kelly, was correct in every particular.

Mr. D. D. Campbell explained that when Mr. VanHorne was discussing the question with the delegation, every time he swept his hand along the proposed line between Guelph and Goderich, he brought it around so as to indicate the entrance of the line to the town by the north side. That was to his mind an indication that the road would enter from the north, which would not be likely to happen were the road to come in by the southern route. It was quite possible that there were in Goderich, as in other places aspiring politicians who from political motives would not like to antagonize Clinton on the railway question; but the personal aspirations should not stand in the way of loyalty to the business interests of Goderich. Two things were wanted to make railways successful: Live men and money to carry out the scheme. By the central route a dollar in money and not an ounce of assistance could be got, but by the northern route there would be no lack of men or money. Goderich should place itself on record on this question, so that there would be no question as to its position.

Mr. Horton, of Goderich, had not taken a great deal of interest in public matters for the last couple of years, although previous to that time he had done so. Latterly movements had been put on foot affecting the bringing in of a road from the north, and he was certainly in favor of the line coming hither. He did not think that Goderich should fight against the road coming in if it did not come by the way it preferred. Personally he believed the northern route was the one that would be best for Goderich, but if Mr. VanHorne wished to adopt another course, he did not think Goderich should league with other towns to oppose it.

Mr. Kelly said the towns and villages along the road would fight tooth and nail against the road coming in by the central route. It had taken years of time and hard work to build up the present existing centres of trade, and they were not going to allow their property to be thrown out in other sections, and the result would be to make Goderich stand aside and let others do the fighting.

Mr. W. Campbell, Goderich, said the visitors were under a misapprehension when they believed that Goderich favored the central route. No satisfactory deliverance had yet been made by the people. The resolution that had been passed at the public meeting was not of any value, and Goderich had not given its adherence to the northern route. He believed the line was already settled upon as coming in by the central route. In any event the people of the northern route could not count upon Goderich favoring their scheme.

Mr. D. Mc Gillicuddy, of Goderich, was surprised at the shape things had taken, and especially at the statements made by Mr. Campbell. It was intended that this should be a short informal meeting where the visitors would express their views, and after they had done so, to drive around the town in order. The question of the route which it would be in the interest of Goderich to favor had been thrashed out time and again in this town, and at the last public meeting held here no uncertain sound was given, and the deliverance in favor of the northern route then given. He had no right to do so. A public meeting was called by proclamation and well advertised. The question was argued and the advantages of the northern route were shown. Not a solitary argument was advanced against it, except that Mr. VanHorne might prefer the central line. Mr. Campbell used his logic and eloquence on the occasion, but even he could say nothing against the northern route. The matter was then submitted to the meeting and there were only six dissentient votes. The meeting could not be much nearer unanimity and not be so. The resolutions then passed were to be submitted to the town council for their approval, but at the last meeting before the mayor left for his holidays, they were mentioned so late in the evening after there had been a lengthy waterworks session, and action was postponed until another meeting, when they would come up in regular form. The resolutions were a fair reflex of the opinion of the people publicly assembled; they have not been annulled or weakened by any public gathering since they were passed; and they would not be weakened or rendered less forcible at any public meeting until the road was built.

A vote of thanks to the visitors was then passed, and at the call of acting mayor Johnston, the party took carriages and were driven around to view the sights and scenes of the prettiest town in Canada.

RAPID WRITING.

Stenographers and Typewriters Exhibit their Skill at Toronto.

Honor to a Former Editor of "The Signal"—The Pen and the Machine at Their Best—A Graphic Report of the Race Against Time.

(Toronto World, Aug. 14.)
The annual meeting of the Canadian Shorthand Society was held yesterday at the Normal School. The principal feature of the meeting was the machine-writing contest. The officers for the following year were elected as follows:—President, Thomas McGillicuddy, formerly of THE SIGNAL; Vice-President, N. S. Dunlop and Miss Mamie Quinn; Secretary, C. E. Stanbury. Mr. Dunlop was presented by the society with a butter cooler as an acknowledgment of his zeal in forwarding the interests of the society. Several papers bearing on shorthand typewriting were read and discussed. The secretary announced the society was flourishing, having on its roll over one hundred members. Among the visitors from the United States were Mr. Isaac Dement, the fastest shorthand writer on this side of the Atlantic, with a record of 258 words a minute; Mr. A. T. Little, of Rochester; Mr. S. C. Rodgers, of Troy, N. Y.; and J. F. McClain of New York. There was a large attendance in the evening when the medals were presented and several addresses delivered. Hon. G. W. Ross was present. At dinner the society and its guests were refreshed by a choice variety of seasonable edibles, served in the building.

That the "pretty typewriter" is not ornamented only was satisfactorily demonstrated at the writing speed contest. It was a lady that won the gold medal for speed and accuracy, and was for gracefulness of attitude, far in advance of emotion, and for general bearing while operating the machine, the ladies were far ahead of the men. Of actual competitors there were ten, five ladies, five men. The latter, almost all of them, betrayed considerable nervousness while fingering the keys. Mr. F. E. McGurkin, of Salt Lake City, who was until yesterday the champion of the continent, had his shoulders bent down towards the keyboard at almost a right angle. Tommy Mac, of Portville, Pennsylvania, attacked the finger board in bull dog fashion, having divested himself of everything but trousers and shirt. McBride, of Ottawa, also appeared quite excited throughout. He tackled the machine as one goes in for a fight, with coat of arms and all. T. W. Osborne, from Rochester, derived his animation by a persistent and vigorous rubbing of the hands as if his fingers were numb with the cold. The fact of the matter is he was anything but cold. He was rather nervous, and when his right hand was not rubbing his left it was manipulating the sweat-absorbing handkerchief.

As for the ladies, they sat immovable, except of course their nimble arms. The prize-gift, Miss Mary Orr, sat as straight as an arrow right through the contest. One could observe the signs of unusual mental activity in her face, but her bearing was calm throughout. And how her nimble fingers did fly over the keyboard of the Remington! Her average speed was 98.79 words a minute. By actual count her fingers on an average touched 10 keys per second, and not only touched but many keys but touched the proper ones. What has been said of Miss Orr as to her bearing before the machine, may be said also of the other ladies. They didn't stoop at the shoulders and make faces. Following is the list of competitors. Twenty names were entered, but half of them failed to come to the scratch. Miss Mae Orr, New York, Remington No. 2; F. E. McGurkin, Salt Lake City; Miss Grant, New York, Remington No. 2; T. W. Osborne, Rochester, Caligraph; Thos. W. Snyder, Portville, Penna.; Remington; A. L. Nichols, Youngstown, Ohio, Caligraph; Geo. McBride, Ottawa, Caligraph; Mrs. A. J. Henderson, Toronto, Caligraph; Miss Mary McManus, New York, Caligraph.

The number of operators who used the Caligraph was just the same as those who used the Remington, so that the capabilities of the two machines were pretty fully tested. The first two in the contest yesterday were pitted against each other in New York on August 1st last when McGurkin came out ahead by the small margin of 3 words in a 5 minute contest. Last night McGurkin acknowledged that Miss Orr was the better of the two. The modes of writing adopted by these two are widely different although they both use the same machine, the Remington. The keyboard of this machine occupies about half the space of that in the Caligraph. It is of just such a size that when the two hands are placed before it they cover the whole board. McGurkin keeps his arms stationary and moves only his fingers, all of which are utilized. The range of each finger thus being limited he can strike any letter without looking for it. In fact he can write almost as well blindfolded as with his eyes open. The same thing could not be done by the Caligraph. Miss Orr uses only the index finger of each hand. She strikes the keys with remarkably certainty, and with clock-like regularity. Making 100 movements of the keys per second one would think she was writing ahead of the capabilities of the machine.

Miss Mae Orr, 10 minutes, 986 words. Mr. McGurkin, 10 minutes, 951 words. The winner of the test on writing the sentence, "This is a song to fill thee with delight," will not be announced until today.

Miss Orr, the winner, is now entitled to the proud title of champion of the world. Her average is the best on record. This lady is proprietor of one of the most flourishing copying offices in New York City, at 120 Broadway, where she employs a large staff. Her income averages \$3,000 to \$4,000 per year. Her specialty is taking dictation, direct on the machine from prominent court stenographers, and she is able to write as rapidly as the average reporter can read his notes.

FROM THE CAPITAL.

Latest Political and General News from Ottawa.

The Strike of the Milkmen—The Stars and Stripes—Grant Vacancy—Gen. Middleton's Tour of Inspection—Miscellaneous Notes.

The milk dealers in this vicinity have formed a combine and raised the price of milk to 8 cents a quart. People are inclined to rebel, and the warfare has got into the columns of the newspapers. The milkmen are reminded that milk in Toronto is only 5 cents a quart, and to this the combiners retort that the cattle of the Toronto milk dealers are fed on grass, hay and roots, and are the cattle on the farms surrounding Ottawa. It is probable that the abundant rain of the past few days will go a great way toward breaking up the strike.

THE STARS AND STRIPES.
The managers of the Central fair, which opens here on the 24th inst., have inadvertently got themselves into a little trouble. They procured a colored lithograph for their posters from a well-known firm of lithographic printers in Buffalo. On the apex of each building which appears in the lithograph a flag with stars and stripes flying from it, is engraved. The local people of this town are greatly offended at this, and the explanation offered by the Conservative organ, that the managers of the fair were merely consulting economy when they procured their cut at Buffalo, fails to satisfy them. The bills have been sadly abused and disfigured wherever shown in hotel corridors or other public places.

SENATE VACANCY.
It is said that Mr. James Reid, M.P., Carleton, B. C., will be called to the Senate to fill the vacancy created by the elevation of Mr. John Nelson to a Lieutenant-Governorship.

GEN. MIDDLETON'S TOUR OF INSPECTION.
Gen. Middleton will go to British Columbia about the last week in August. On his way West he will inspect the Military schools in Toronto, London, Winnipeg, and then proceed to Victoria. He anticipates that "O" Battery will have returned from Port Esquimaux by the time he reaches Victoria, and he will inspect the men.

MR. SCHRIEBER'S POSITION.
The rumor is now circulated that the position soon to be vacated by Mr. D. Schriever, of Chief Engineer of Government Railways, will be offered to Dr. Walter Shanly, M.P. It is almost certain, however, that Mr. Shanly would not entertain the offer, even if he were any probability of its being given. When a Chief Engineer of Railways is asked for an engineer, Mr. Shanly was definitely asked if he would take the position, and it was as much as intimate that he might name his price, but he could not even entertain the proposition.

THE NUMBER OF PATENTS ISSUED IN THE fiscal year ended June 30th last, were 2,321, as compared with 1,939 in 1887, showing a falling off of 383.

THE LADIES' CHAMPION.

The Ladies' Champion.

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