THURSDAY, 23rd Nov., 1870.

The Council resumed at 2 p. m., the Warden in the chair.

Sundry accounts were referred to the Finance Committee.

Moved by Mr Morrow, seconded by Mr Messer, That the Engineer be instructed to let the County Tollgates as soon as convenient at the same rate of Tolls as last year and that the present year's rent be the upset price of said gates—referred to the Finance Committee. Moved by Tait Scott, seconded by Mr Armstrong, That referring to the matter of Messrs. Clark and Williams (sureties of tollgate keepers petitioning for reduction), that the same be laid over until next meeting of Council and that in the mean time the Treasurer be instructed to take no further action against said parties, provided our security is not prejudiced—carried. Adjourned.

FRIDAY, 25th Nov.

Council met pursuant to adjournment, the Warden in the chair.

Communication from Reeve of Biddulph was read and referred to Finance Com'

Report of Finance Committee was read. Moved by Mr Young, seconded by Mr Brown, That no 77 of the Finance Report be amended by changing the present system of collecting tolls, to that of collecting a full Toll of twelve cents one way, with the privilege of returning toll free at any time before 12 p. m. of the night of the following day—carried. Moved by Mr Greenway, seconded by Mr Brown, That a grant of $36 be made to Wm Sheritt, he being totally blind and consequently unable to sustain himself by any kind of work —carried. Moved by Mr Shannon, sec. by Mr Messer, That the time for paying the County rate be extended to 1st Feb., 1871, and that the Clerk be instructed to notify the Treasurer to this effect—carried. Sundry accounts referred to Finance Com. Moved by Mr Girvin, seconded by Mr Young, That this Council appoint a Committee for the purpose of considering some equitable means of giving the Townships of West Wawanosh, Colborne and Ashfield a fair equivalent for the rate charged upon those Townships for the constructing and keeping in repair the County gravel roads. Lost on a division by a majority of 1. Adjourned to 4 p. m.

The Council resumed at 4 p. m., the Warden in the chair. By-Law No 7, 1870, to impose certain rates of toll on the County Gravel Roads was read and passed.

Report of the Printing Committee was read: Moved by Mr Farran, seconded by Mr Young, That the Report of the Printing Committee be referred back for reconsideration—carried. Report of the School Committee was read and adopted.

Letter from the County Treasurer was read and referred to Finance Com.

Memorial of Wm Clark was read and referred to Finance Com.

Moved by Mr Messer, seconded by Mr Tait Scott, That the County Engineer be instructed to examine the bridges at Zetland and Morrisbank and report to this Council at the January meeting as to their condition—carried.

Moved by Mr Farran, sec. by Mr McCaugher, That the Engineer be instructed to put an extra coating of gravel in depth and width on the road extending through the business parts of the village of Clinton and Seaforth—carried.

Moved by Mr Girvin, sec. by Mr Scott, that this Council authorize the County Engineer to let the Bridge over the Maitland River between the Townships of East and West Wawanosh in a proper state state of repair, as the bridge is in an unsafe state for public travel. Lost on a division by a majority of 12. Adjourned.

SATURDAY, 26th Nov.

The Council met, pursuant to adjournment, the Warden in the chair. The minutes of yesterday were read and approved. Report of Printing Committee was read and adopted, also report of Gravel Road Committee, and also report of Gaol and Court House Committee.

Supplementary report of the Finance Committee was read, Moved by Tait Scott, seconded by Mr Carrick, That in amendment to Nos 88 and 95 of the Finance Report referring to matter of Williams and Clark, that the same be laid over to January meeting and also that the Treasurer take no proceedings against Kerr and Armstrong until after said meeting. Lost on a Division by a majority of 15. Moved by Mr McCaughey, sec by Mr Brown, That the offer of Messrs. Clark and Williams to work on a proposed contract on the Blyth, road under the supervision of the County Engineer be accepted and the amount of work done be credited from time to time on their respective mortgages to the Council and that the rest of the sureties be proceeded against and their respective amounts be collected. Lost on a division by a majority of 19. Moved further in amendment by Mr Leckie, sec. by Mr Bishop. That No 95 of the Finance Report be amended by taking no steps for collection in the case of Kerr and Armstrong until after January meeting, when the report was again submitted, as amended and adopted. Moved by Tait Scott, seconded by Mr Patton, That the thanks of the Council be given to the members of the Press, who have kindly furnished us with newspapers during this session gratis —carried. Moved by Mr Horton, sec by Mr Cresswell, That four additional Reeves be appointed along with those already nominated, to assist the Engineer in letting the tollgates. The Council nominated Messrs. Kelly Leckie, Bishop and Simpson. The Council then adjourned.

The Badin Murder.

Our readers will remember that rather more than three years ago a young lady of weak mind, who was residing with her brother, the Rev. Mr. Badin, at Buckingham, disappeared under very suspicious circumstances, and that her body was afterwards found in the river Lievre. Mr. Babin was arrested, tried at Aylmer, and acquitted. We are informed that a few days since he died in Cincinnati, and on his death bed confessed that he was guilty of the crime; that his sister's condition was a wretched and hopeless one, and that so long as she lived she was a disgrace to him and all connected with her, and that, in order to get rid of the burden of trouble and annoyance she entailed upon him, he had himself driven her in a sleigh to the river and thrown her in through a hole in the ice.—*Ottawa Mail.*

County Gravel Roads.

This (Friday morning) after a lengthened discussion, the following motion was agreed to:—"Moved by W. Young, seconded by R Brown, that No 77 of the Finance Report (which recommended that the Tolls remain as they are) be amended by changing the present system of collecting Tolls, to that of collecting a full Toll of 12 cents one way and the privilege of returning Toll free within 48 hours."

We understand that the bonds of the Canada Air Line Railway, amounting in the aggregate to £750,000, recently placed on the English market, have all been taken up.

An impertinent fellow asked a gentleman at a public gathering why he had shaved off his side whiskers, and was answered that, to meet some men, it required more cheek.

A correspondent wishes to know if young ladies who like to see their own reflections in the mirror, are properly described as being 'a little too fond of their glass.'

FIRE—On Sunday night last the dwelling house on Mr. Thos. Downey's farm, Huron road, McKillop, took fire through some defect in the chimney, and was totally destroyed. It was occupied, at the time, by John Maddigan, who lost some of his furniture, etc. Mr. Downey's loss is about $150. No insurance on any of the property.—*Expositor.*

Scarlatina is prevailing to a considerable extent in the neighborhood of Perth.

Huron Signal,

GODERICH, Dec. 1st, 1870.

Cartier's Local Lackey.

Our town contemporary, on the principle of *lucus a non lucendo*, or shuning only enough to make his dense darkness visible, is not unfitly named. On account of his dangerous inclination to lead the unwary out of one bog-hole into another and the impossibility of knowing, when you leave him one week, in what 'bulrush and brake' you shall find him the next, we would recommend the addition to his name of the justly earned appellation of *Will o' the Wisp.* It is amusing to notice the cool assurance with which, as he is driven from pillar to post, he continues to assert that 'the *Signal* fails to rebut a single charge.' For one's peace of mind, in the presence of ignominious defeat, there is no more effectual substitute for logic and common-sense than self-complacent effrontery. The latter quality our contemporary possesses in boundless measure so that the prayer in his behalf,

"O, wad some power the giftie gie him,
To see himself as ithers see him,"

would be a useless application of devotional energy. The towering bump of self-esteem that crowns his occiput would never allow him to acknowledge a defeat. While the equally prominent bump of acquisitiveness would prevent him quarrelling with ministerial 'bread and butter' whatever nauseous dose he might have to swallow along with it. We do not write for his reformation, which is hopeless, but that, having once entered on the subject, we might not be accused of, by our silence, admitting his vagaries.

On a former occasion he made the dar- assertion that the Liberal party of Ontario endeavored "*to procure an amnesty*" for the red-handed rebels at Fort Garry. That charge he is now compelled to depart from, although he endeavors to make his descent as easy for himself as possible, by saying:—

"If the Radicals did not try to procure a pardon for Riel & Co they did try to *manufacture* one for them, in order to have a reasonable fault to find with the Dominion Government."

What the Liberals did was to aid in *preventing* Cartier, Macdonald & Co. from daring to outrage the sentiment of all the Provinces, except a section of Quebec, by openly granting the amnesty which Cartier had previously promised to Riel and Co., through Father Richot. On the 1st inst Father Richot and his parishioners of St. Norbert presented an address to Lieut. Governor Archibald, which contained the following clause:—

"Your Excellency will nevertheless permit us to say that we lack yet one more essential thing: we await it, in the meanwhile with certainty, for it has been promised us.'

That 'one more essential thing' is understood in the settlement to be the 'amnesty' promised by Cartier to Richot and by Richot to his flock. No amount of mole-like burrowing for something to hide his master behind will enable Cartier's local lackey to protect the arch-sectionalist's supporters from the indignation of their constituents. We cannot influence Cartier's election but we can knock from under him the props, such as the 'twin' Macdonalds, which he has hitherto been able to borrow from among us to keep him erect; and *that* every loyal man in Ontario, Conservative or otherwise, is bound to do. Here is a base insinuation entirely worthy of our contemporary:—'They (the Liberals) wished in their inmost hearts that the pardon would be granted.' After this malicious invention, we shall not be taken aback at any groundless and contemptible accusation the organ may indulge in. The Imperial 'sham' is again prominently paraded. What did the Imperial government do? They sent 400 regulars along with a host of our own noble volunteers, and these regulars did nothing that could not have been equally well done by the latter, while, if the organ's views as to Imperial responsibility are correct, Canada, through her ministers, is saddled with three-fourths the expense of a military expedition to acquire a territory that should have been handed over to us in peace. We grant that 'the payment of the money would not have gotten the expedition there any sooner;' but a little more efficiency, and a little less 'red tape and routine' in government arrangements would. Above all an earlier payment of the purchase price, the speedier passage of a guaranteed constitution, a little delay in sending a pseudo-governor to put on unnecessary airs, not quite so much assumption of unauthorised authority on his part, a little less stirring up disaffection and a little more inculcation of loyalty on the part of Minister Howe who preceded him, would have rendered the expedition unnecessary altogether. The 'gentleman's gentleman' may talk as he thinks the 'gentleman' whose bread he eats would like him to, but Ontario will hold Cartier's supporters responsible for the rebellion, responsible for the murder of Scott, responsible for the reception of the murderer's accessories, responsible for insulting and ignoring the loyal settlers and responsible for making a French Province of Manitoba. As the Sarnia *Observer* we remarks in another connection,

"We were among the first in Ontario to denounce the initial policy of the Canadian Government in relation to the people and country of the North-West. The dangers which for the time threatened rebellion in the Territory were clearely foreseen and pointed out. Indeed, nothing could have been imagined or planned, better calculated to excite the hostility of the half-breeds against the people and Government of this country, than the original scheme for the settlement of the North-West difficulties, connected by the two leading members of the Coalition at Ottawa. Every step was fatal to peace and the whole policy of Sir John A Macdonald was of a character, at once so un British and so unconstitutional that the only wonder now is that the half-breeds are loyal to their Queen and to citizens of the adjacent Republic."

The whole matter, by the advice of Cartier and with anything but the interests of of the Dominion in view, was intentionally mismanaged from first to last and the 'marplots' at Ottawa will be required by the people, to pay the penalty attached to the betrayal of the trust reposed in them by their constituents.

HAWLEY'S WELL.

On Saturday, the boring had reached a depth of 415 feet. The well of fresh water which began to flow at about 120 feet has gradually increased in volume, is now rising about 3 feet from the surface, and discharging, according to calculation, some 10,890, feet of water per hour, or 69,300 barrels in 24 hours, and flowing away with a [illegible] present at an interesting experiment made for the purpose of testing the practicability of turning the well into a water power, which, in the locality, would be no less valuable than a salt well and could be applied to the drilling night and day of a new hole, to the purpose of the dry dock which we have been advocating, or to any manufacturing use. A 5 inch metal pipe was lowered into the discharging pipe and made as tight as possible when the water was found to rise 22, feet from the surface of the ground, which experts say would give fully 30 horse power. As the joint was by no means tight nearly half the water escaped, so that it is calculated if the experiment was made under perfect conditions a much greater altitude, and consequently greatly increased driving power, would be attained. Mr. Hawley has under consideration the advisability of reserving this boring for a water-power and putting down a salt well in another part of his lot, all the delay occasioned would be about a month and if it is clear that a 30 or 40 horse power could be secured, the delay would be compensated 10 times over.—

Arrangements have been made, as soon as salt is struck, for putting in a plain copper pan. As there is affinity between the constituent properties of salt and iron and none between those of salt and copper, it is thought that the use of copper will obviate encrustation and make the very purest salt. The dimensions of the pan are to be 100 feet long, and 13 feet 2 inches wide. The makers will be Messrs. Booth & Son, of Toronto. Copper has been telegraphed for to England in sheets the whole length of the pan, 6 to 8 feet wide and ¼ inch in thickness. A brick flue is to be added for the purpose of distributing the head equally over the whole pan. We are sure every citizen heartily wishes the enterprise may succeed, even beyond the expectations of the energetic gentlemen who are carrying it on.

Lake Erie to Lake Huron.

Ontario is rising from the torpor of a decade, impressed with the greatness of her destiny and the glorious prospects the immediate future has in store, and is busy planning and accomplishing the intersection of the entire province, from Lake to Lake, with the swiftest means of locomotion. Were this one of those manias for speculation which overtake every land periodically, for the delectation of "bulls" and "bears" and other animals that luxuriate in "corners," we should tremble for the disastrous effects to trade consequent on the excitement, and the deadly *inertia* that would surely follow. But it is the exuberance of strong and healthy development that seeks to make every township vocal with the steam-whistle, not the madness of unreasoning railway fever; and we are glad of it. When we have the opportunity of making our Province the central highway for several thousand miles of continent, it is time for businessmen to do a little more than sleepily rub their eyes and look. Montreal, Toronto and Hamilton have bravely faced the emergency and the townships through which they offered to construct Railways, valuing the privilege of reducing the margin between the prices of produce at local and central markets, have contributed handsome bonuses to the various companies. London is now agitating for a line that will run thence to Lake Huron, which will also, by means of the Port Stanley road, connect our own waters with Lake Erie. No doubt, the municipalities along the route, on receiving the necessary guarantees, will eagerly contribute to the work. We cannot agree with the *Free Press* that the two foot gauge of the little iron road among the Welsh mountains, would be suitable for this undertaking. Economy is not the only important consideration. While it is all right that the idea of making London a grand railway terminus should bulk largely in the minds of the denizens of that enterprising city, outsiders in this section will expect the new line to be made a highway to Lake Erie. With this object in view, the promoters of the scheme ought to make up their minds to adopt the Port Stanley gauge, so that through freight could pass along without transhipment. We do not know what new light the mass meeting on Monday night may have thrown on the affair, but at present the following objective points are talked of, viz:—Bayfield, Clinton, Kincardine, Southampton and Collingwood. Any of these will benefit some section of Huron, and will be supported by the section known to be selected and by us in the interest of that section. We scarcely think Collingwood can have been seriously thought of as a terminus. A line running in that direction would be an attempt to reverse the natural efflux of trade, which is from west to east, and could not succeed. Goderich from every point of view would be superior to Kincardine. The Southampton route would be a feasible one and meet with general support, provided it did not pass too far west in the county, and if a branch were built so that the company might aid and foster the salt trade—which is yet to become the most important interest of Western Ontario. As far as perhaps Kippen, on the London road, the route would be agreeable to all and secure the support of Stephen, Usborne and Hay. Beyond that point, the controversy will begin. Making the terminus at Bayfield would further secure the support of Stanley. Stopping at Clinton would lose the support of Stanley and gain the support of the village itself. While turning from Kippen towards Ainleyville would lose the support of Clinton & Stanley, but no doubt bring bonuses from Tuckersmith McKillop, Grey, Turnberry and whatever townships might be passed through, on the way to Southampton.

We would respectfully remind the promoters that Goderich is a point which ought not, if possible, to be overlooked in their calculations. The government is about to make it the best harbor on Lake Huron. At present the salt-works are turning out over 600 barrels of salt per day and when the 8 new blocks, now being constructed, are in operation the production will rise to 1200 barrels. Here is the market where London merchants, ambitious to have a hand in making their city the centre of trade for Western Ontario, can best purchase their supplies of this article. A Railway, anxious to foster commerce with our American neighbors, could remuneratively run a line of propellers hence to the Western States, in addition to those which private companies contemplate running, and Port Stanley would no doubt complete the connection by running steamers to Ohio and New York. By another season, a Summer Hotel will be built here capable of accomodating 1000 guests, which would be an important aid to passenger traffic.—All the trade of Kincardine and northern ports, as far as Southampton, already comes to Goderich and could be competed for by the new line. The Lake Huron fish trade, both summer and fall, is becoming an immense source of wealth and can all be brought into Goderich; and there are all extraordinary sources of traffic, in addition to the ordinary produce trade. As a fair indication of our prosperity we may mention the action of the Canada Company in raising the price of land held by them 50 per cent. If view of this, would it be wise to stop the line at Clinton and give another company the opportunity of putting on such a tariff, on the 12 miles from Goderich to Clinton, as would choke off trade between London and Goderich?—Without desiring to disparage any other route, we ask the promoters of the new scheme to think seriously before deciding to ignore us. London *via* Kippen to Goderich would probably secure the greatest amount of trade, until the line could be further extended from Kippen *via* Ainleyville to Southampton,

EAST WAWANOSH.

COUNCIL ROOM, NOV. 15th, 1870.

The Council met this day pursuant to [illegible] All the members present. The minutes of last meeting were read and approved. The following accounts were ordered to be paid, viz:—Isaac Rogerson $3, for repairing a scraper, and for work on the roads; John Coutts $16.40; S. Lockridge $48.18; Arch'd McKellar 139.-50; Joshua Best $24 and W Singleton $15. Petition of W. Armour and J. Bell, 'praying to be united to S. S. No. 13, was read, when it was moved by Mr. Graham, sec. by Mr. McKay, that the Clerk notify the Trustees of S. S. No 10, of the intention of the Council to make the change—Carried. The Clerk was ordered to see the County Treasurer, to stop the sale of lots 84 28 & 37 in Blythe. By-law No 30 was read and passed. The Council then adjourned to meet again on the second Friday 9th of December next.

JAMES TISDALE.
Clerk.

Miss Rye has arrived with her orphaned charge at St. Johns, N. B.

OUR FISHERMEN.

The following is the success met with by the fishermen at the Islands this fall, the figures after each name representing the number of barrels secured by each:—E. Wiggins, 160; W E Leonard, 200; James Conley, 250; W. Saunders 160; A MacDonald 200; Allan Muarray 200; H Bain 225; M. McPherson 225; M Watts 200; A Lawson 225; C Dresser 75; J. Craig 280; Norman McAuley 150; R. Brotchie 230; Neil McAuley 160; J. Hays 200; A Striker 250; C Murray 70; D McLeod 170; Mrs McAuley 200; Gordon & McGann 80; K McKenzie 125; D. Thorburne 100; S Splann 125; J Martin, 50; D Detwiller 75; N McLean 50; John McIntosh 25; J Morrison 100; J Matheson 90; D Beaton 60; and James McIntosh 50. This will show a sum of about $30,000 rescued from the waters of Lake Huron in about two months. The catch of trout was good, of white fish poor and of herring altogether a failure, so that the prices of the latter two kinds will this season be high. It is generally thought, by those who understand the question, that the fishing season ought to be closed at 1st October, as thereafter spawning commences, and prosecution of the fishing after that time would year by year diminish the success.

Complimentary Supper to Isaac Fredrick, Esq.

The Mechanics' Benevolent Society, of which Mr. Fredrick was originator, resolved, on his departure from Goderich, to show their esteem for him by a gathering of his friends and acquaintances around the social board. On Thursday evening, over 60 gentlemen sat down to a splendid supper in the Colborne Hotel. Christopher Crabb, Esq., occupied the chair, supported on the right by the guest of the evening, and on the left by Mr Elijah Moore, President of the Society. The edibles having been done the fullest justice to, the Chairman proposed the usual loyal and patriotic toasts, which were enthusiastically responded to. Then, in a neat speech, in which he passed a deserved eulogium on Mr. Fredrick as the founder of this institution, which had done so much for many of its members in the time of sickness and death, and characterizing him as an honest man, a good citizen, a good mechanic and a warm-hearted friend, he proposed health, long life and prosperity to the guest of the evening.—We need not say that it was warmly received and drunk. Mr. Fredrick, in an interesting manner, recapitulated the history of his life, up to the time of his arrival in Goderich—the moral being that any one who is willing to work and ready to do justice between man and man is certain of success. The toast of the "Press" was given from the chair, replied to by Mr Young of the *Signal* and Mr Donaghy of the *Star.* W T Hays, Esq., M P. P., in a pithy reply to the toast of the "Ontario Parliament," assured those present that he had voted 18 times against Sandfield Macdonald, and intended in Parliament always to use his own judgment. We have not space to particularize all the other toasts and speeches, but must mention those of "The Commerce of Goderich" coupled with the names of Messrs. S. Platt and S. H. Detlor, familiarly designated as the "Two Sams," who both gave utterance to the cheering belief that they could make their fortunes out of salt and assured their audience that they intended to spend their money in Goderich, which in 5 years, they expected to see a city of 10,000 inhabitants; and the "Officers of Mechanics Benevolent Society" replied to Messrs E. Moore and John Nairn. In proposing the health of Mr. E. Hosker, Mr. B. L Doyle took occasion to impress on those present the necessity of going into the erection of a Summer Hotel as the next step which, after the prosecution of the Salt enterprise, would conduce materially to the prosperity of the town. The "chairman" and "Host and Hostess" were duly honored with bumpers. Jokes innumerable were cracked; excellent songs were sung by Messrs John Mitchell, W. Moss, E. Hosker and others; Harry Reed on the guitar and Mr. Duckham on the Concertina discoursed most delectable music; and altogether the supper was one of the most genial, cordial and friendly entertainments we have ever been present at. We cannot conclude without commending the Mechanics Benevolent Society as particularly worthy of the attention of our citizens. A "rainy day" may overtake the most prosperous and this organization guards against the possibility of any of its members being distressingly in want. We are sure the Society will gladly welcome to its membership every good and sober man in the community.

Town Talk.

AGAINST A RAINY DAY.—The Post Office Savings Bank has been open for deposits since 1st April 1868. The deposits have been as follows:—

Year to 31st March 1869	$7897.00
Year to 31st March 1870	9239.00
½ Year to 30 Sept. 1870	5973.00

These aggregates consist of small sums from $1.00 upwards and are principally the savings of working men and others earning only ordinary wages. Besides these deposits, quite a quantity of property, in the shape of a house and lot, has been purchased by this class of person. Such provident habits are a gratifying indication of the style of people the town is chiefly composed of.

THE MISSIONARY SERVICES of the New Connection Church will be held on Sabbath at the usual hours and on Monday at 7:30 p. m. The sermons will be preached by Rev. G. Richardson, of London, and the meeting on Monday addressed by him, and several local clergymen.

NEW CONNECTION SOCIAL.—A Social will be held in this Church, on Wednesday evening first at 7:30 p. m.

MR. LEONARD'S PROPELLER.—We have several times alluded to the intended construction of this vessel—the very first to be built in Canada on the composite principle of iron frame and wooden planking. All the materials are now on the ground. The iron ribs weighing 8½ tons have arrived from Liverpool, and the keel, 104 feet in length, has just been laid. Messrs Strachan & McKinnon are to put the iron work together and have made all the bolts, screws and nuts. For the purpose of the work Mr. Leonard has imported from the States a bending plate of the value of $300 00 and has purchased a punching machine worth $120.00, and everything will be proceeded with, with the utmost expedition. The wood-work is to be constructed by Mr. Henry Mutlow, [illegible] to our satisfaction with the *Wm. Seymour.*

A STRIKING COINCIDENCE.—It is very remarkable, to us that on Thursday night, as the [illegible] was passing through the press, and long before it was given to the public, W. T. Hays, Esq., Mayor and M. P. P., at a social gathering, was making a speech, identical in word and sentiment with the *Star's* editorial on 'Sandfield's shirt-collars.' We want to know if the genial joker, who is not afraid to perpetrate a pun under the sacred shadow of that same shirt-collar, edits the *Star*, or revises its proofs, or if this merely another instance of the fact that kindred spirits are always in affinity and will, once in awhile, utter similar sentiments in identical language, within a few hours of each other, and without any private understanding or collusion. One thing is evident the editor of the *Star* couldn't have indited the effusion after he left the social gathering.

THE PENNY READINGS take place next, on Friday, 2nd December, at 7 30 P. M.

THE CANADIAN ALMANAC for 1871 has reached us from the publishers, Messrs. Copp, Clark & Co., of Toronto, through Mr. T. J. Moorhouse, who has it for sale. The Almanac contains 126 pages of valuable and well assorted information, astronomical, political and social. The addresses of the M. P. P.'s and M. P.'s of all the Provinces, the Officers of the various departments, the Clergy of every denomination, Registrars and Clerks of the counties, Division Court Clerks, and complete Post Office information are essential aids to correspondence. In these railway times, when one is doubtful about the topography of the country, the authentic map accompanying the book is worth more than the price.

SALE OF LANDS FOR TAXES.—This was conducted by A. M. Ross, Esq, County Treasurer, on Wednesday, 23rd inst., and was one of the briskest we were present at. All the lots in Goderich were keenly competed for, a quarter of a quarter acre being readily taken for the outstanding taxes—one sanguine individual being content with fifteen sixteenths of one-twentieth acre. An average of about 9 out of 100 acres was generally considered sufficient for the taxes, throughout the county. One lucky dog unwittingly fell heir to 100 acres in the cranberry marsh of Howick. We hope he will pounce upon that fortune making branch viz:—Cranberry cultivation.

INDIAN SUMMER has veritably come at last. Three more beautiful days than Sunday, Monday and Tuesday could not be wished. The air is quite balmy and the grass beginning to grow again. Look out for squalls!

ST. ANDREW'S DAY comes round on Wednesday, 30th inst. Scotsmen are not enthusiastic enough in this section to celebrate it in public, but we presume the "honest bonnie face" of the time-honored haggis will adorn many a private table.

A DESERVING OBJECT.—A literary entertainment will be given in the basement of the Wesleyan Church, kindly granted for the purpose, on Thursday evening at 8 o'clock, for the express benefit of a destitute but deserving family of English immigrants, recently arrived amongst us. The family did not make a single complaint themselves; but their circumstances were incidentally discovered to be very distressing and it is hoped our benevolent citizens will turn out in large numbers. Several ladies and gentlemen are prepared to furnish readings and music, and every effort will be made to make the programme a pleasing one. The disbursing of the proceeds, for the benefit, of the family will be taken charge of by Mrs. Dancy, Mrs Dunn, and Miss Budge.

R. F. BYRON, MINN. Glad to hear from you occasionally.

The Eastern Question.

THE RUSSO-PRUSSIAN TREATY.

EXPLANATIONS FROM BERLIN.

THE RUTPURE IN THE BRITISH CABINET.

CHANCES OF PEACE AND WAR.

Per Midnight Report.

The "Tribune's" Vienna correspondent says that some diplomatists insist that Russia and Prussia have made a secret treaty.

The "Tribune's" Versailles special, of Friday, says that nothing definite is known of the progress made between Lord Russell and Bismarck, but the Prussian feeling is that war cannot follow the action of Russia.

The "Tribune's" Berlin special, dated Friday, gives an account of relations existing between Russia and Prussia. At the outbreak of the present war Gortschakoff had several interviews with King William and Bismarck, before their departure for the seat of war. The neutrality of Russia was the principal object of negotiations, and Gortschakoff then, as a reward for neutrality of Russia, demanded the acquiescence of Prussia in the abolition of that part of the Paris Treaty which forbids Russia keeping a fleet in the Black Sea. Bismarck accepted the proposition, and it was then mutually understood that the claim of Russia should be first publicly put forward on the conclusion of peace between Prussia and France. By this arrangement Bismarck was enabled, by the middle of August, to send for two corps which had been left for the defence of the eastern provinces of Silesia, and Prussia was enabled to set the time for the beginning of the war. By this understanding not only was the neutrality of Russia secured, but Gortschakoff had even pledged himself to restrain Austria from interfering between Prussia and France. Some weeks ago the Cabinet of St. Petersburg thought peace was about to be made prematurely, and the silence was broken concerning the designs of Russia. In Germany no one apprehends war.

New York Nov. 27.—Count Cateizy, the Russian Minister, now in this city, stated in conversation to-day that Russia would not recede one jot from the position she had taken. England must comply with the demands of Gortschakoff's note or war is inevitable.

London, Nov, 26.—A Russian Ukase grants temporary furloughs to troops of 1871, '72 and '73.

Gortschakoff's reply to Granville maintains the position assumed in the first note, and withdraws nothing. With peculiar adroitness, he contrives to throw the onus of commencing hostilities on England. The Cabinet will hold another formal meeting on Monday, when a final decision will be reached. The Cabinet will meet the Queen in Council at Windsor, on Tuesday.

Prussia has made a tender of her offices as mediator between Russia and the other Powers. The basis on which the proposal is made are unknown.

New York, Nov. 26.—The "World's" correspondent, at 3 o'clock this afternoon, says:—There is good authority for stating that a Conference of the Powers to meet in London, has been agreed on, which, it is undestood will ratify accomplished facts.

The "Tribune's" special despatch from St. Petersburg, on Sunday afternoon at 3 o'clock, says stocks are up. Anxiety is felt among diplomatists concerning the effect of the Russian answer in England.

The peace Ministers, backed by the countenance of the Queen, endeavor to retreat from a warlike tone by an argument that England cannot act upon the note, that they must have acts to justify the war, and are endeavoring to force a temporizing answer of this description through the Cabinet.

The "World's" London despatch says it is the opinion in official circles to-night that there will be no war—at least for the present.

New York, 26.—A special despatch from London says that it is stated in the best informed circles that there are serious dissensions between the Queen and the Cabinet and the scene at the Council yesterday surpassed in excitement and antagonistic manifestations any other meeting of that body in modern times, or even in the history of the British Cabinet. Rumours in court and highest political circles forbode considerable difficulty among the governing classes.

The "Army and Navy Gazette" to-day understands that Russia has a new weapon superior to any rifle in existance.

Advices from Oswego state that the grain market is very dull at that place. Maltsters have completed their winter stocks holders of large quantities are shipping by canal boats to New York.

The poison taken into the system by the continued smoking of tobacco, it is computed, will cause death in 167 years.

The War

PRUSSIAN WAR EXPENSES.

Berlin, Nov. 26.—In the North German Parliament to-day a Bill granting credit for 100,000,000 thalers was read twice. There were only three votes against the second reading.

PRUSSIANS LEAVING.

Ten thousand Prussians have left Paris. The bridges in their rear were destroyed.

DIVIDED COUNSELS.

New York, Nov. 27.—A newspaper correspondent at Versailles has interviewed Bismarck on the subject of the investment of Paris in particular, and the war in general. He says the plan of starving Paris out is not his, but Von Moltke's. Had he had his way, that city would have been attacked long ago; that he first desired a direct advance on Paris before the march northward; that he strongly desired bombardment and attack, but has lately been excluded from all military councils. He disclaimed any object of annexing Alsace or Lorraine, and declared that the war was the unification of Germany, which he considered now only half achieved.

REMODELING THE FRANCS-TIREURS.

The Franc-Tireurs are reorganizing under superior officers. Their efficiency has already been greatly enhanced. They make frequent captures of Prussian trains and munitions, and fighting in small bodies inflict serious harm on Prussian communications.

IMPORTANT DOCUMENTS.

The German plans for the investment of Orleans have fallen into the hands of the French.

BATTLE RUMORS.

Engagements are reported at Coulmieres and Bacon.

A VICTORY FOR THE FRENCH.

Lille, Nov. 27.—An engagement took place on Saturday, at Boves, near Amiens. The French troops repulsed the Germans with the bayonet. The assailants suffered severely, losing three times as many as the French. The army in and around Amiens is full of confidence.

FROM TOURS.

Tours, Nov. 26.—The "Moniteur" says a great battle is impending. The skirmishing so far has resulted in favor of the French. The Prussians demonstrated towards Gien and Montargis, but encountered a resistance which obliged them to change their plans of attack. They moved a portion of their troops from the centre to the right, seeking to overwhelm the French life, which was too extended to be easily defended. The enemy's movement was in such force that there had to be a heavy concentration of troops to resist it. Chateau Dun was in consequence left uncovered, and has possibly been captured. The Prussians on Thursday bombarded Neuville.

MARCHING ALONG.

Tours, Nov. 27.—A German force, with artillery, is marching on Longvy. Great alarm prevails among the inhabitants.

MORE FRENCH VICTORIES.

New York, Nov. 27.—The 'World's' Tours correspondent telegraphs—26th—that a great French victory was won yesterday near Vendome. The battle begun at two in the afternoon, when the Prussians attempted to turn the left flank of DePaladines' forces, posted along the Chartres & Vendome R R., under Garnet. The Prussians were repulsed and routed, suffering great loss, and were pursued until nine at night. They retreated towards Chateau Dun. Two guns were captured.—Government has also despatches announcing an engagement along the whole front and on both flanks of Daurelle's lines, all of which resulted in victories for the French.

A "World' special, dated Tours, Sunday night, says fighting is going on all along the line. The French have carried everything. The Prussians tried to turn the right of the French at Gien, on the Loire, and their left at Chateau Dun, making between Lemaus and Tours, but were repulsed in both attempts, with great loss. There was also hard fighting at Vendome, with the French left centre to-day. The French drove back the enemy and took 500 prisoners. There is no doubt a decisive battle has been won by the French. Great excitement here.

PERMISSION TO LEAVE.

Mr. Bancroft has received a despatch from Washington for Mr. Washburne, giving him permission to leave Paris.

Railway Meeting at Exeter

A meeting in favor of the railway scheme from London northwards was held at Drew's Hotel, Exeter, on Wednesday evening. There were present—Isaac Carling, Esq., M. P. P.; Dr. Cowan, Messrs. James Pickard, R. E. Elliott, [illegible] Atkinson, D. Johns, E. Drew, W. Lauson, W Drew, - Eacrett, - Sanders, and several other gentlemen. Isaac Carling, Esq., was voted into the chair. The chairman said that the proceedings at the London Board of Trade, reported in to-day's Free Press, had been read with the greatest interest in Exeter. The people of Exeter knew the importance of the proposed line of railway, and would give hearty support to London in any measures for building the line. Finding that Mr. Churcher from London, was in Exeter, he had called a few friends together to hear from that gentleman what London was doing in the matter. If they had known of it earlier in the day, they would have had a meeting of 200 or 400 people, Exeter felt so much interest in the matter. He begged to introduce Mr. Churcher.

Mr. Churcher said his visit to Exeter was on private business. He had no authority for appearing before them; but, being here, he thought he might do some service by seeing Mr. Carling and his friends. After some general remarks on the merits of the proposed line, he expressed his great satisfaction at the evident interest shown by the people of Exeter, and suggested that a committee should be formed to co-operate with London.

Mr. Pickard expressed his approval of the matter, and was quite prepared to subscribe handsomely to a bonus, and would give sufficient ground in Exeter village for a railway station.

Several other gentlemen spoke in a similar strain, when the following resolution was moved by Mr. Pickard, seconded by Mr. D. Johns, and carried unanimously:—

Resolved—That this meeting having heard from Mr. Churcher of the action taken by the Board of Trade of London, relative to the construction of a railway from that place northwards to some point on Lake Huron, fully appreciates such action, and hereby pledges itself to co-operate heartily with the citizens of London to take such action as may be hereafter considered desirable.

Mr. Elliott recommended that a public meeting should be called at Exeter, and that it would be desirable if a deputation from London would attend. Mr. Churcher assured the meeting that London would do all in its power to forward the movement.

The people of the village are filled with enthusiasm on the subject.—*Free Press.*

John Gillies, Esq., Warden of Bruce while riding on horse back one day last week, with Mr. Thomas Pinkerton, near Pinkerton Village, in the Township of Greenock, had his leg broken by a kick from the horse which Mr. P. was riding. Mr. Gilkes was taken to the tavern in Pinkerton Village, where he still remains doing well.

Mary Taylor, six years of age, of Martock, Somerset, had died of grief. A fortnight before her mother died, and Mary grieved incessantly. On the Sunday after the funeral, in the midst of the service at church, she suddenly left, and was found on her mother's grave, where she had fainted. Everything was taken of her, but she took to her bed, pined away, and died.

The Gravel Road By-Law.

To the Editor of the Signal:

SIR, In yesterday's issue the Clinton *New Era* says:—"The *Signal* is wrong in supposing that the question of the abolition of Tolls was defeated at the last election, it may rest assured that it was the dead weight of the Northern Gravel Road which caused the combined question to be defeated. *If the County Council obey the sentiment of their constituents, they will show their statesmanship, by devising a scheme to abolish the Tolls, and at the same time do justice to Colborne and West Wawanosh.*"

Now Sir, I think several elements were combined in defeating the By-Law.

In the first place, there is still a considerable balance due on the Gravel Road debt.

2nd. The people as a whole were not prepared for the change.

3rd. Many were so situated that they did not need to use the road much and were afraid that the extra Taxes would amount to more than the tolls they would have to pay.

4th. Many voted against it through fear of the road not being kept in as good a state of repair as under the toll system.

5th. Certain luminaries in Goderich Township and Stanley stumped the Township, trying to impress the Electors with the belief that the county would get the road for nothing, that it would soon fall into the hands of the town of Goderich, and that the County Council could then throw off the Tolls, and that Goderich to protect herself, would have to follow suit.

6th. Fear more from this cause than any other hostility towards the Town of Goderich, and fear that it would be benefited by the change. I do not think any one will say that the people between Goderich and Lucknow had not as good a right to gravel roads as those North of Clinton and Seaforth, and that the roads to Lucknow would have been built by the County if the Northern Gravel Road Co. had not done so.

I look upon this money as in a measure advanced to the County. And what have the Company and the Town made? The stockholders have lost every cent of their $17 700 and are now mortgaged for years of interest due the Town.

The Town advanced $64,000 for which they would only have got $40,000 had the By-law carried. The County on the other hand would get a road valued by their Engineer at $43,000 for $40,000. And the same road would have cost the County over $9,000 had it been embodied in the original gravel road scheme. As far as the County Council were concerned a large majority were in favor of the purchase and the abolition of the Toll system, and I cannot see how they can find a simple and more equitable solution of the difficulty than was embodied in the By-Law which has been defeated.

Yours truly
OBSERVER.

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