

THE HURON SIGNAL

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FRIDAY, NOVEMBER 18, 1881.

RAILWAY PROSPECTS.

It will be seen from the full report of the railway meeting at Exeter on Tuesday last, which appears in other columns, that the greatest unanimity exists all along the proposed line from Goderich to Woodstock, concerning the building of the road.

But although the meeting at Exeter was one of great importance, and clearly demonstrated that the people of Oxford, Perth and Huron, through which the proposed line would pass, are in accord on the question, yet, owing to the absurd amendment to the Railway Act which is the law at present, there are difficulties, legislative and otherwise, to be overcome before we can look forward to the turning of the first sod.

The work, however, is in good hands and we look forward to its successful termination, if the controllers of the C. V. Railway can be induced to take action with the promoters of the scheme. At any rate, the prospects for the bringing in of a new line to Goderich are brighter now than ever before.

In addition to the report of the Exeter meeting, we would direct attention to the R. R. letter of "Development," in this issue. It is from the pen of a gentleman thoroughly conversant with railway affairs, and although he takes issue with the people of Goderich on the question of route, yet he does so in an argumentative way that will be sure to command respect.

The area of the Dominion of Canada is given as follows in a document just issued by the Department of Interior: Square miles—Ontario, 109,480; Quebec, 198,355; New Brunswick, 27,322; Nova Scotia, 21,731; Prince Edward Island, 2,134; Manitoba, 151,000; British Columbia, including Vancouver's and other islands, 300,344; North-west Territory, 1,863,000; Keewatin District, 309,077; islands in the Arctic, 311,700; islands in Hudson Bay, 24,400. Total, 3,406,542.

Where? Where are the tall chimneys, sending curling smoke into the air? Echo answering, quizzically whispers: "Where?"

Where is found the "them" that Tilley says he can hear everywhere? Echo waits, and softly replies: "Where?"

Where is the cheap breakfast table? Where the poor man's cheapened fare? Echo answers, still rejoicing: "Where?"

An interesting letter from "Progress," on the railway question, came to hand too late for insertion this week. It will appear in due course.

The Railway agitation in Seaford. The railway agitation has taken hold of Seaford, and the people of that town are bestirring themselves in the matter. At a large meeting held in the public hall on the evening of Friday last the following resolution was unanimously adopted:

That the ratepayers at this meeting assembled recognizing the very great necessity for additional railway facilities for Seaford, request the Council to use every legitimate means in their power to secure this end, and that we pledge our support to any scheme which our representatives may decide upon, so long as such scheme will give the town a second or competing railway.

The voting took place in Pictou county, Nov. 9, on the Canada Temperance Act. In the town of Pictou there is a majority of 147 for the Act, and in the other districts, so far as heard from, give it a total majority of 566. Sixteen sections are yet to be heard from.

THE C. V. RAILWAY.

From Woodstock to Goderich.

Enthusiastic Meeting at Exeter—The Delegates—How the Ball is Rolling—The Sentiment all Along the Line—The Action of the Meeting.

Reported for THE SIGNAL.

On Tuesday last at 11 a. m. a large and enthusiastic meeting of delegates from the various municipalities between Goderich and Woodstock was held at Drew's Hall, Exeter, to consider the feasibility of constructing the proposed line to connect with the C. V. R. from Lake Huron to Woodstock.

The contingents arrived from Goderich and Woodstock shortly after nine o'clock and were the first at the scene of action. By degrees the delegates from the other municipalities began to arrive, until all were represented with the exception of St. Marys and Goderich township. The meeting, which was called at 10 o'clock, did not take place until 11 a. m., as Mr. J. E. Harding, of St. Marys, the prime mover in the proposed road, had not arrived.

Mr. M. C. Cameron, M. P., about this time despatched a telegram to St. Marys, enquiring whether or not Mr. Harding purposed being present at the meeting, and received in reply that the St. Marys delegates had left early in the morning, Mr. Harding being one of the number.

THE MORNING MEETING. The meeting was thereupon called to order, and on motion, Mr. A. Bishop, M. P. P. was called to the chair, and Mr. J. Ranton, of Exeter, was appointed secretary.

The first order of business taken up was the submitting of the credentials and names of the representatives from the different municipalities present, as follows: GODERICH.—M. C. Cameron, M. P., Horace Horton, mayor; F. W. Johnston, Johnstone, reeve; Jos. Williams, R. W. McKenzie, C. A. Hunter and F. Jordan, councillors; S. Platt, Jas. Mitchell, Star, and D. McGillicuddy, of THE SIGNAL.

BAYFIELD.—John Esson, reeve; Jas. Thomson, A. Rutledge. STANLEY.—W. Graham, reeve; G. Cassels, deputy-reeve.

STEPHEN.—S. Hogarth, reeve; V. Ratz, deputy-reeve; T. B. Martin, S. Broken-shire, B. Faust, G. Murdoch, M. Murdoch, J. Hoist.

EXETER.—L. Hardy, Jas. Picard, W. Bissett, E. Drew, G. Samwell, G. Mace, D. Wanless, W. Fenwick, D. Pinch, G. Willis, A. G. Dyer, E. Howard, G. N. Howard, B. Swinerton, A. Walper, D. Johns, Isaac Carling, J. Ranton, Jas. Willis, F. Fitten, W. Bawden, T. McCallum, J. McLaughlin.

USBORNE.—Thos. Kay, reeve, John Shier, deputy-reeve, Jas. Hackney, D. Mills, R. Porter, D. Dulcan, F. Godbolt.

BLANSHARD.—W. Johnston, W. Sanderson, W. Rogers, J. McCurdy. WEST ZORRA.—D. R. Ross, Jas. Munroe.

WOODSTOCK.—J. M. Grant, deputy-reeve, W. Potts, councillor, G. R. Pattullo, Sentinel-reeve.

It being noon, and the St. Marys delegation not having arrived, it was moved by Mr. G. R. Pattullo, seconded by Mr. F. W. Johnston, that the meeting do now adjourn, to meet at 1 o'clock p. m. Carried.

THE AFTERNOON MEETING. The convention reassembled at one o'clock, and the list of delegates was added to as follows: ST. MARYS.—Jas. Whitstone, J. J. Crabb, St. Marys Argus, D. Miller, J. Grant, J. E. Harding, M. W. Kenny, R. Hedley.

ZORRA.—Robt. Johnston, F. Hess. After the reading of the revised list of delegates by the secretary, the chairman called upon:

Mr. J. E. Harding to address the meeting, and the appearance of that gentleman was greeted with applause. He apologized for having been the cause of delaying the meeting. He had gone to Loran in the hope of catching the train, but failed to connect. He had then obtained the best horse available, but had discovered that the heavy roads caused the animal to lag. Hence his non-arrival at an earlier hour. St. Marys had gone far to secure the connection with Woodstock now spoken of, and had obtained a charter to build a line from Woodstock, to Embro, to St. Marys, and to some lake port west. The charter was obtained in 1878, and the company formed, but at that time this section west did not see the necessity for a competing line, and did not take kindly to it. The company then found that it would be difficult to make a short line—some 22 miles—pay, without an outlet to the Lake, and were constrained to let the matter lie in abeyance until the people of the west saw the necessity for assisting in the matter. That time had now come; the past year had opened the eyes of all to the fact that a town or village without a competing line, was at the mercy of the single road that passed through it. The farmers had lost in their grain, the grain buyers had been unable to avail themselves of a rising market, owing to the scarcity of cars, and the business men had suffered terribly. Places with two or more lines were not thus situated, and now was the time to move in the matter. The C. V. R. would be able to give ample accommodation east, west, and south. It was in every sense a people's line, and would aid the people of Canada in preference to those of the United States, which was not the case with the other lines, for they gave better rates to the traders of the States than they did to those who built them. By the bringing in of the C. V. R. rates would be made fair, and greatly increased accommodation for traffic would be the result.

What was wanted most was to give the farmers and business men greater facilities for shipment than they at present possessed. There was nothing to prevent the line being built. The country through which it would pass was the richest in the Province; the Huron tract could not be beaten anywhere for fertility of soil, and good agriculturists; and Huron, Perth and Oxford were noted all over for the progress and prosperity of their people. All that was wanted was to help ourselves, pay the price that was required to put the line on a proper basis, and get the road. (Hear, hear.) There was a charter in existence which dated beyond the introduction of the amendment to the Railway Act, and we might claim with justice that the amendment should not apply to our road. It was at least an atrocious amendment, which should never have been placed on the Statute book. After explaining some of the absurdities of the amendment, the speaker closed by stating that he believed they could go to the Government, and with good cause make claim to have their road built under the same law as the other lines which were projected at the same time as it. (Loud applause.)

Mr. Robert Porter was called upon, and although he thought there were others present who had perhaps more information on the subject than he, yet was not averse to saying that he was in accord with the present movement to obtain increased railway accommodation. There was no question that a competitive line would prove of advantage to the people along its route, but we had had these lines spoken of before, and they had not come to anything. He would like to know if there was any assurance that the railway company would meet us halfway. It was well to consider this fact, and also what bonuses we could get along the contemplated route. As Mr. Harding had said, the line from St. Marys to Goderich was one of the finest sections of land in Ontario—some 330,000 acres of the best soil. We could offer the road this item, and we could also offer two excellent harbors on Lake Huron. Hereafter we could not propose any such offer, so that the present scheme was in this respect in advance of anything of the kind yet submitted. If the points he had mentioned were laid before the C. V. R. management he did not think there would be much difficulty in getting them to take action. The look-up on the road this year had opened the eyes of many who had in the past been opposed to a competitive line; they were now convinced of the error of the previous opinion, and when we came to canvass for bonuses we had a good argument to lay before them from their own experience. He was, however, opposed to the sinking fund system, and would prefer to have the bonus paid off in so many years with straight interest. He was in favor of the road, if liberal bonuses could be got. The people were in favor of giving fair bonuses, but nothing more.

Mr. Cameron, M. P., was the next speaker. He was exceedingly pleased to be at this meeting, and to see that the people all along the proposed line were thoroughly aroused to the necessity for action. The people of Goderich wanted another road and were bound to get one. They had felt the necessity for one for some time, and the need for competition had been intensified during the present year. Merchants, grain buyers, lumber dealers and others in Goderich had been made to groan, because of lack of shipping accommodation, and the county town of Huron was determined that this state of things must soon end. The people in this section should work with St. Marys and Goderich in this matter, and not sacrifice their interests by further delay. (Hear, hear.) One thing was certain, if the people in the south were determined to rest on their oars and go no further, Goderich would not forget her duty to herself. Already five or six lines were looking toward Goderich for a Lake Port, the T. G. and B. by Wingham, the C. V. R. by Elora and Brudenry, a line from Drumbo, by Stratford, a line from Galt by Berlin; and the line under consideration to-day. The line were met to talk over to-day might be allowed to lie still, but Goderich would get another railway outlet, come from whence it would. Goderich at present favored the road by Bayfield, Zurich, Exeter, St. Marys, Embro and Woodstock, and would work hand and heart with the sister towns to get it built, if the people along the route were willing to do their part. (Hear, hear and applause.) The people in Goderich believed that although they were located in one of the finest parts of the garden of Canada, they would yet have a good field opened up to them to enjoy the privileges of Lake trade at their excellent harbor by a competing line to the south, although a line from any point would enhance their trade. The first proposition should be to make a resolution at this meeting favoring the construction of the line from Woodstock, to Embro, to St. Marys, and to some lake port west. This provision should be made to guard the rights of the people who voted the bonuses. The speaker here cited the case of the Stratford and Port Dover line, where the road although built to compete with the G. T. R. had eventually been absorbed by the larger corporation; and contended that an amalgamation of a similar kind should be jealously guarded against. Concluding, he said that if we could get connection with a first-class road such as the C. V. R. was destined to be, the people ought to deal liberally with them in the matter of bonuses, and pledge themselves to do their utmost to build the line. A second proposition would be to amend the present amendment to the Railway Act, which was most absurd law. At present a majority of the freeholders or long-term tenants in any municipality was necessary to insure the passing of a bonus by-law. If a man was sick, and could not go to the polling-place; or if a man was absent from home in a city on business; or if he were travelling in the great North-West; or if he had not the time to vote; or if he had conscientious scruples against voting—as some in South Huron had—in all these events, although he might be anxious to have all the advantages which additional railway accommodation implied, he were counted as voting against the by-law. And if absurdity could go beyond that, he would like to have some one point out an instance, (Hear, hear, and prolonged applause.) Unless the logical working out of the principle were followed, and compulsory voting became law, the absurdity should be wiped off the statute book. (Hear, hear.) That was a point which should be taken into consideration,

and a deputation should be appointed to go to Toronto, and endeavor to influence the Government to remove the obnoxious and absurd amendment. If such a course were pursued, it seemed to him quite possible to get a modification of the law in this respect, under existing circumstances. In the matter of security, the interest of the people, as he said before, should be guarded. He was not in favor of giving unconditional bonuses, but if we dealt with the right line we should act generously with it. We should take care that it would not be absorbed by any of the existing lines in this section; but if it were taken hold of by the Syndicate—such as he differed in the House with that institution's construction of the Canada Pacific R. Co.—by Vanderbilt, we would not lose anything, and, perhaps, might benefit by the change. In concluding, the speaker said: Goderich is alive to her rights in this matter. We want another railway, and will have one. We will work faithfully with you to get the road to Woodstock, but if, through lack of prompt action, the people of the south where and get a line. But we are with you to-day, side by side, to work the road through, and this you can rely on, that Goderich will furnish both men and bonus to help along the line to a successful termination. (Loud and prolonged applause, and cries of "Good for Goderich.")

The following resolution was then moved by Mayor Horton, of Goderich, seconded by Mr. Jas. Picard, of Exeter. That, whereas the towns of Goderich and St. Marys, the villages of Bayfield, Zurich, Exeter and Embro, and the townships of Goderich, Stanley, Hay Stephen, Usborne, Blanshard, Nissouri and West Zorra are at present either entirely without railway facilities or do not enjoy advantages of railway traffic competition; therefore be it resolved, that a new railway is necessary through this district, and that this meeting approves of a line running from Goderich via Bayfield, Zurich, Exeter, St. Marys and Embro, to Woodstock, to connect with the Credit Valley R. R., as the most feasible scheme, and the best calculated to subserve the interests of the above-mentioned municipalities; and be it therefore resolved, that the delegates and others here assembled pledge themselves to endeavor to induce their respective municipalities to grant the necessary aid to secure the construction of the proposed railway, in the event of its being undertaken by a responsible railway company.

Mr. Horton, on rising to propose the resolution, said Goderich had been approached by other points, but that the most vital had thus far been shown by the people along the line now proposed. He corroborated the remarks of Mr. Porter, regarding the fertility and wealth of the section through which the proposed line would pass. The manner in which the trade of Goderich had been handicapped for want of shipping facilities during the past year was also tellingly described, and the action of the G. T. R. criticised. Some people had no conception of the amount of traffic which would be afforded a competitive line, but when it was stated that good authorities believed a lumber trade of 100,000,000 feet of lumber could easily be done each year in Goderich by the firms at present there, some idea could be had of the necessity for greater railway facilities than the G. T. R. now afforded, even at its best, which, unfortunately had not been the case during the past season. The grain trade had suffered severely, the buyers had lost heavily by not being able to ship when the market was up, and the farmers' community was thus placed at a disadvantage. Every delegate should be willing to return home and go into harness to work up the scheme. A bonus of about \$5,000 a mile would ensure the construction of the road, and he believed the time was propitious for carrying the scheme to a successful issue. (Applause.)

Mr. Jas. Picard was not a public speaker, but was in harmony with the project, and if the construction of one mile of the road, by himself alone would bring it this way, he was prepared to build that mile. (Hear, hear, and applause.) Mr. James Munroe heartily endorsed the resolution. As a resident of West Zorra, he thought the fact that \$50,000 of a bonus was carried in that township, showed conclusively that the people were in favor of a road. He believed a strong effort should be made to amend the present railway law, preparatory to seeking bonuses, but even under the existing law from \$40,000 to \$50,000 could be carried in West Zorra. At the last campaign West Zorra, St. Marys and Embro had given \$110,000 between them, and he believed that at the present time \$130,000 in bonuses could be carried in Nissouri, West Zorra, St. Marys and Embro, if the objectionable railway law was amended.

The motion was then put and carried unanimously, amid great enthusiasm. It was next moved by Mr. M. C. Cameron, M. P., seconded by Mr. B. Swinerton. That a committee of five be appointed by each municipality, and that said committee shall have general supervision over all matters connected with the railway; among others to wait upon each of said municipalities with a view of securing bonuses; and that said committee be delegates to wait on the Government of Ontario and the Railway Committee, to press all necessary amendments to the charter of the railway company, or secure a new one, if necessary; and that five delegates be now elected provisionally, subject to the approval of the municipalities which they represent.

The following committees were then appointed: Woodstock—Mayor Schofield, Reeve Parker, Deputy-reeve Grant, councillor Potts, G. R. Pattullo.

West Zorra—J. Matheson, A. McCorquodale, John Young, Robt. Forbes, Jas. Munroe.

St. Marys—J. E. Harding, Jas. Whitstone, D. Miller, H. E. Wilson, J. J. Crabb.

Blanshard—W. S. Sanderson, W. Johnston, W. Rogers, R. Beattie, J. McCurdy.

Embro—D. R. Ross, Dr. Adams, D. Shaw, D. Matheson, Jas. Mann.

Usborne—T. Kay, R. Porter, J. Shier, Jas. Hackney, A. Duncan.

Exeter—G. Willis, D. Johns, G. Samwell, W. Fenwick, L. Hardy, J. R. Ranton, C. E. Elber, S. Hogarth.

Hay—D. Buchanan, J. F. Moritz, H. Heycock, C. F. Wagner, D. S. Faust.

Stanley—Wm. Graham, Geo. Cassels, Peter Douglas, John McKinley, John Torraco.

Bayfield—John Esson, R. Morrison, R. Stanbury, Jas. Thompson, A. Rutledge.

Goderich—Jos. Williams, H. Horton, F. W. Johnston, S. Platt, F. Jordan.

At this point the meeting was addressed by Mr. G. R. Pattullo, of Woodstock, who stated that Woodstock heretofore had not taken an active part in initiating the present campaign, and for the reason that the town was already fairly well supplied with railways. The original idea in connection with the proposed scheme was to make Post Frank the terminus, but when the people of the south saw how earnest Goderich was in the matter of a railway, they turned their faces toward the county town of Huron. (Hear, hear.) That railroad made towns and improved the sections of farming country through which they passed, was a fact beyond dispute, and if any testimony were wanted, Woodstock was in a position to give it. Ten years ago, when it had no competitive line it was quite indeed, but now it had become a lively business centre. The imports had increased over 150 per cent during that time, and the increase in the exports far exceeded that figure. This had been brought about, to a great extent, by the introduction of railways, and had been done in Woodstock could be done elsewhere. The proposed line would give excellent connections east, west and south, far better than could be had from any other line. He could not say what Woodstock would give, but as the representation had been specially appointed by the Council to attend this meeting and see if the people were in earnest in the matter, and the delegation were convinced that Goderich should be the objective point, this meeting could rest assured that Woodstock would do her duty in the time to come, as she had done in the past. (Hear, hear.)

On motion of Mr. Horace Horton, seconded by Mr. F. Jordan, Mr. J. E. Harding, of St. Marys, was appointed convener of the committee, and was also empowered to take necessary steps to advertise the application in the Gazette, and to secure the services of a competent legal firm to superintend the necessary legislation in the House.

This brought the meeting to a close, and enabled the Goderich, Bayfield and Stanley delegates to catch the afternoon train north.

And so ended the first meeting.

EAST SAGINAW, Mich., Nov. 13.—The destruction by the boiler explosion at Hamilton, McClure & Co's. mill was complete. The large steam dome was lifted high in the air and came down on the opposite side of the mill, and bricks, pieces of iron, and timbers were thrown hundreds of feet away. The boilers were fired at night to supply steam for the saw mill, and the firemen at work were all killed, not one escaping to tell the story. Michael Lebean, head fireman, who had charge of the boiler-house, was covered in by debris, and the body was dug out an hour after the explosion occurred. Both legs were broken below the knee and the body was badly bruised. Joseph Lebean, brother of the first mentioned, was found thirty feet distant, with his right arm and shoulder broken, his abdomen crushed in, and his clothing torn off. These men were thirty-eight and twenty-three years old respectively, and resided at Milwaukee. They came from Montreal years ago, and have relatives in Canada. Frank Blanchard was blown into the bay 200 feet distant, and his body was not recovered until this afternoon. The body was badly mangled. He was a single man, twenty-five years old, and belonged to St. One-sine, Quebec. Charles Carpenter was found only a few feet from Joe Lebean, his clothing torn off, and his body badly scalded and burned. He was a single man, twenty-seven years old, and came from Quebec.

To All Whom it May Concern

W. ACHESON,

Of the Town of Goderich, is now offering his immense stock of Single and Double HARNESS

at greatly reduced prices for Cash. Having made arrangements with the manufacturers of Harness Trimmings to buy direct from the factory, and also having made arrangements with one of the best tanners in Ontario for my Leather, and employing none but first-class workmen, and all manufactured under my own supervision, I am enabled to turn out the best and cheapest Harness in the West. My collars are all made in my own shop and not factory made, being hair faced and warranted to give satisfaction. Buffalo Robes and Horse Blankets, Trunks and Valises in large quantities, and everything usually kept in a first-class harness shop. All to be sold off cheap for cash. Call and get prices before buying elsewhere, and save money at W. ACHESON'S Harness Depot, Hamilton Street, Goderich.

All outstanding book accounts must be settled immediately by cash or note. Goderich, Nov. 10th, 1881. 1812

Banking. BANK OF MONTREAL. CAPITAL, \$12,000,000. SURPLUS, \$3,000,000. Goderich Branch. C. R. DUNSFORD, Manager.

Allows interest on deposits. Drafts, letter of credit and circular notes issued, payable in all parts of the world. 1754. CANADIAN BANK OF COMMERCE. Paid up Capital, \$6,000,000. Res., \$1,400,000.

President, HON. Wm. McMASTER. General Manager, W. N. ANDERSON. Goderich Branch. A. M. ROSS, Manager.

Interest allowed on deposits. Drafts on all the principal Towns and Cities in Canada Great Britain and the United States, bought and sold. Advances to Farmers on Notes, with one or more endorsements, without mortgage. 1753.

Legal Notices. SHERIFF'S SALE OF LANDS. COUNTY OF HURON. By virtue of a Writ of Fieri Facias, issued out of Her Majesty's Court of Chancery, and to me directed against the Lands and Tenements of JOHN WINTER, (Defendant,) at the suit of JANE WINTER, Plaintiff, I have seized and taken in Execution, all the Real Estate, Interest, and equity of Redemption, of the above named Defendant, in and to Lots numbered 15 and 16, Fowler's Survey, in the Village of Harpurby, in the County of Huron, which Lands and Tenements are situate, together with my office, in the Court House, in the Town of Goderich, on FRIDAY, THE 10th DAY OF FEBRUARY, A. D. 1882, at the hour of 12 of the clock.

ROBERT GIBBONS, Sheriff of Huron. Sheriff's Office, Goderich, 1812. Mack's Magnetic Medicine! Is a Sure, Prompt and Effective Remedy for Nervousness in all its stages. Weak Memory, Insanity, Epilepsy, Spasms, Prostration, Night Sweats, Spinal Curvature, Seminal Weakness and General Loss of Power. It repairs Nervous waste, rejuvenates the faded intellect, strengthens the exhausted brain, and restores surplus Tone and Vigor to the Exhausted Generative Organ. The experience of thousands proves it an invincible remedy. The medicine is pleasant to the taste, and in no case and under no circumstances can it do harm. Each box contains sufficient for two weeks' medication, thus being much cheaper than any other medicine sold—and while it is the cheapest, it is much better.

Full particulars in our pamphlet, which we desire to mail free to any address. Mack's Magnetic Medicine is sold by Druggists at 50 cts. per box, or 42 boxes for \$20, or will be mailed free of postage, on receipt of the money, by addressing: MACK'S MAGNETIC MEDICINE CO., 101 Water Street, Montreal, Canada. Sold in Goderich, by JAMES WILSON, and all Druggists everywhere. 1812-13.

\$72 A WEEK. \$12 a day at home easily made. Costly outfit free. Address: H. E. & Co., Augusta, Maine. Tonsorial. W. KNIGHT, PRACTICAL BARBER and Hair-dresser, begs to return thanks to the public for past patronage, and solicits a continuance of the same. He can always be found at his Shaving Parlor, near the Post Office Goderich. 1753.

W. S. Hart & Co. PROPRIETORS OF THE Goderich Mills (LATE PIPER'S.) Beg to return their thanks to the public for the liberal patronage received during the past year, and to state they are prepared to do GRISTING on the shortest notice, or for the convenience of parties living at a distance will exchange grists at their town store. (Late W. Hilliard's.) Masonic Block, East St. Goderich. Highest price paid for wheat. GODERICH BOILER WORKS. Chrystal & Black. TO MILL MEN and SALT WELL MEN New BOILERS and SALT PANS manufactured on shortest notice. All kinds of Repairing executed under the personal supervision of the Proprietors who are

Practical Workmen. P. O. Box 103. 1787. Miscellaneous Cards. JAMES SMALL, ARCHITECT & Co. Office, Crabb's Block, Kingston St., Goderich. Plans and specifications drawn correctly. Carpenter's and plasterer's and mason's work measured and valued. \$5 to \$20 per day at home. Samples worth \$5 free. Address: STINSON & Co., Portland, Maine.

J. R. Grant, who has spent nearly three months in Manitoba, arrived home last Friday morning. The Manitoba atmosphere evidently agreed with him, if we are allowed to judge by appearances. He brought a very large pair of Rocky Mountain elk's horns with him. They measure 58 inches from tip to base, 41 from tip to tip, 10 1/2 in circumference at the base, and with the 12 branches to the antlers aggregate 12 1/2 feet.

Derrick marched into the Barholm said. HAVE YOU thought him so far away?