

THE HURON SIGNAL

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FRIDAY, OCTOBER 14, 1881.

THE RAILWAY QUESTION.

At last the railway agitation has taken hold of Goderich. Time was when the question of a competing line entering the town from the north side of the river had to be discussed with bated breath, but the meeting on Monday night put the question upon the pre- judice against a road from that direc- tion, it is to be hoped, forever.

In our report of the meeting, which will be found elsewhere, the utterances of earnest, thinking men upon the subject are presented, and the manner in which the majority of the sentiments expressed was received proved, beyond a doubt, that the speakers, when they alluded to the necessity for, and the possibility of getting a competitive railroad, struck a chord in accord with the popular heart.

True, there were two questions of im- portance before the meeting, but there was no doubting which had the prefer- ence with both speakers and audience, and had the questions been separated, instead of being joined in the resolu- tion, unanimity would have been the portion of the railway project, while a stubborn division would have fallen to the lot of the water works scheme.

No better advocacy of the waterworks system could have been put forward than that of Mr. Joseph Williams, who, on the occasion, proved that he stood with the foremost members of the Coun- cil, so far as lucidity of thought and clearness of expression on public mat- ters were concerned.

Another railway is a necessity to Goderich. The people of the town are now alive to that fact, and we are as- sured, are willing in every possible way to assist it. But we fear the coup- ling of the two schemes at the Monday meeting will militate against the rail- way enterprise.

Although both were billed for discussion at the same meet- ing, they are not twin schemes, but are separate and distinct in every par- ticular. A railroad is a creative power for trade, and is a necessity that traffic may obtain; waterworks are not in themselves a creative power, but are a useful institution in a progressive town.

Herein lies the difference between the two. Let the electors carefully think the matter out.

This week we have not sufficient space at our disposal to enter more fully into a discussion of the subject, but our readers can rest assured that a full ventilation of both of the important questions will appear in the columns of THE SIGNAL in due course of time.

Goderich Township.

The Holmesville Methodist Anniversary meetings were held in that place on Sunday last, and was followed by a tea meeting on Monday evening. A good time is reported. Speakers: Rev. Thomas of Clinton, B. C. minister, Rev. Livingston, of Bayfield, together with Rev. Mr. McDonagh, of Clinton, and Mr. Edward. On Thursday night a social was held to finish the well filled baskets of the ladies who baked. Total proceeds about \$100.

On Friday last three funerals visited the cemetery of Clinton, two at the same hour and the other in the afternoon. The persons were the late Mr. Samuel Stora of ninth concession, John Alexander's only child, of the seventh con- cession, and Mrs. Holmes, of the Huron road, near Clinton, all of Goderich Town- ship.

The railroad bridge at Holmesville was completed on Sunday last, by a gang of navvies who worked all day. No council- man to tell them it was Sunday. What tender hearted council men!

RAIL OR WATER.

Grand Rally in the Town Hall on Tuesday Evening.

What will the Railway or Waterworks or Both?—The Speeches on the Question—Goderich Ripe for Another Railway.

Pursuant to a call from the Mayor, a public meeting was held in the Town Hall on Tuesday evening last, for the purpose of discussing the railway and waterworks questions and obtaining a public expression of opinion thereon.

The hall was crowded to the doors—an indication that showed conclusively that popular interest had been aroused. Even before the meeting was called to order groups of eager men could be seen congregated at different places earnestly discussing the principal topic of interest—the getting in of another line of rail- way to Goderich.

At 8 o'clock the Mayor was called to the chair, and he at once explained the object of the meeting. It had been called because there were two schemes of magnitude before the ratepayers of the town, and it was only right that popular feeling should be tested. The majority of the Council had already approved of the submission of a by-law favoring the getting of waterworks. A committee had been appointed to look into the matter and obtain estimates, and he thought the people should have offered them the opportunity of endorsing the action of the Council, or acting other- wise. The Council did not wish to waste the people's money, and if this meeting disapproved of the action already taken, no expense would be incurred in the matter.

He alluded to the recent dry weather which had obtained, and show- ed the necessity for having an efficient wafer supply, if the people thought the town could afford to get it. The railway question was also looming up, and al- though there was no definite scheme, yet the time seemed to be propitious for agitating for another connection. At the present time there was only one trunk line, but the Syndicate contem- plated running a through line to the sea- board. If such a thing occurred, we ought to hasten ourselves in the matter.

The Credit Valley Railroad was likely to become the property of the Syndicate, and if we could divert the line to Goderich we would be able to have direct com- petition to the seaboard. The question before the ratepayers was, what scheme should be first taken up—railway or waterworks. He was not adverse to waterworks, but he was very strongly in favor of a railroad. We could not take up both schemes without applying for legislative power to do so. If the water- works were adopted the \$50,000 which we were now in a position to apply to public objects would be spent, and if a feasible railway project was brought before us the ability of the town to assist it would be militated against.

Mr. Mosely asked what would the proposed water-works scheme cost? The Mayor thought the amount of special rate for interest, sinking fund, &c., would be about \$5,500.

Mr. Mosely said that in England it was the rule to keep the expenses against the parish as light as possible. Some foolish schemes had already been enter- ed into already, and the hardworking man had been taxed to meet the un- necessary expense. They should not go into the water-works scheme until they had the money to meet it. Everyone who voted for the scheme would be helping to rob the child of the hard- working man of his Sunday dinner.

At this point a little commotion was raised by the audience, and the Mayor called "order," and stated that a full and free discussion must be allowed.

Col. Ross thought some of the Council should state what induced them to come to the decision they had already arriv- ed at.

Mr. Williams, chairman of the water- works committee, thought the mover and seconder of the resolution asking for the submission of a by-law, should be the proper persons to make explana- tions. However, he had no objection to state what he knew of the matter. The committee had received informa- tion in effect, that the cost to secure water-works accommodation from Brit- tania Road to the river would be about \$50,000. It would take \$2,500 annually for interest, over \$1,600 for a sinking fund, some \$1,500 for salaries, and \$300 for fuel, making in all about \$6,000 a year to be raised. Water- works, however, were usually self-sus- taining after the first year or two, the water-rate making a good return. The average assessment per ratepayer, if we take 1,200 freeholders and our present assessment roll as a basis, would be about \$1,000. The additional tax, therefore, would be one-half cent on the dollar, or \$5 per year on every \$1,000. It had been said it would come hard on the working man, but he did not look at it that way. The richer men were the principal property holders in the town, and they would have to pay the bulk of the tax. Besides that, the in- troduction of an efficient water-works system would lessen the rate of fire in- surance by at least one-third. On a

house worth \$600 a gain would be effected in insurance by the introduction of water-works of fully \$1.50 per year. An additional inducement was the proximity of the hydrants in case of fire, even to those who did not use the water for domestic purposes. As to the cost, the water- rate would be about \$3 or \$4 per tap for a year, and the water could be kept run- ning all the time, if found necessary. He had learnt from Hon. John Hibbard that the Port Huron water-works were self-sustaining in two years, and the town was in a position to buy up their bonds, but the bondholders were un- willing to part with them as they were drawing a good rate of interest. There was another feature in favor of water- works, and a most important one, viz: the necessity, from a sanitary standpoint, for obtaining pure water. Physicians had told him that the reason we did not have typhoid and other fevers was in no way due to the water of the town, which was of a most injurious quality, with few exceptions—but to the fact that the clear, bracing, healthy air of the place helped to fight the sickness off. Objection had been taken to the propo- sed scheme because the town would have to borrow money to prosecute the work. A bonus of \$10,000 was offered to a company to construct and run water-works in Goderich as a private speculation, the offer would be "jumped" at by more than one company. The committee did not initiate this matter—without having strong reasons for going into it, and without strong hopes of its ultimate success. (Loud applause.)

Mr. Jordan, the seconder of the motion in the Council, said Mr. Williams had put the matter so ably that it was not necessary for him to do anything but endorse the statement. If there were any present opposed to the scheme they had better speak now.

The Mayor suggested that some one present a resolution to divide the meet- ing.

Mr. Spence was opposed to water- works, as there was a limit to our ex- penditure except by special legislation. He was in favor of railroads, and would go in for another line heartily, even if it took all the property he had to bring it to Goderich. (Applause.)

Mr. Platt advocated the construction of waterworks in the town. The facts given went far to put the matter in a favorable light. The value of the town property would be enhanced if the water- works were built. He looked upon this meeting as a representative one, and comprised every element among the ratepayers. One speaker, it was true, had cried out, "Oh, the poor man!" but that same gentleman would not give a dollar to advance the prosperity of Goderich, if he could help it. (Hear, hear.)

If waterworks were built we could get fully \$500 a year from the G. T. R. for their water supply, beautiful fountains would play on private lawns, our Square could be made attractive, and our business men need not have their goods spoiled, nor need the residents of the town be choked with dust. Why, last summer we swallowed more dust than we did victuals. (Laughter and cheers.)

Over \$20,000 had been spent in drains to tanks, tanks and other et ceteras, and what had we to show for it? The tanks alone had cost \$7,000, and we would soon have to renew them, at an additional ex- pense. The subsoil of Goderich was so porous that the water was not properly filtered, and for the consequence we were daily drinking poisonous water. To his mind, the Mayor's bill calling this meeting had a tendency against the waterworks, which the project did not deserve. The works while in construction would put money in circulation in the town. The waterworks would help to develop the town. They were a necessity, and we wanted them. By water- works and other public improvements we would make our town a city. (Hear, hear.)

Mr. Geo. Acheson wished Mr. Platt had brought out his gust of eloquence some years ago, before we were saddled with the \$15,000 debt for fire prevention. He could not see that the waterworks would give any employment worth speak- ing of. But he was in favor of railroads, and would go in for a competing line most heartily. During the past summer his attention had been drawn to this matter by personal observation. He had asked manufacturers to locate their workshops in Goderich, and they had declined to do so, because there was no competing line with the Grand Trunk. He had for some time been connected with the only enter- prise, manufacturing in Goderich, and had discovered that they suffered con- siderably when they came into competi- tion with factories which had choice of railroads, owing to having to pay additional freights. Now they shipped at Clinton, because there were competing lines at that point, and, despite the ex- tra teaming, they made money on the transaction. When not opposed to water- works, he considered them of minor im- portance in comparison with the getting in of another railroad. (Hear, hear.)

He advised the ratepayers to get for a rail- road, for he did not think they could get both. At present he was not pre- pared to state what line we should try, but his feelings prompted him to look towards the G. T. R. He concluded with a great deal of the remarks made by Mr. Williams, but did not think it pos- sible to obtain both another railroad and waterworks at this time. Get the road first, and the increased prosperity would bring the waterworks to a success- ful issue. (Loud applause.)

Mr. M. C. Cameron said Mr. Williams described the road for the careful manner in which he had put his statement on the waterworks question. That gentleman had, however, omitted to state what would be saved by not having to replace the present tanks. The councils during the past years no doubt had done their best, but he thought a mistake had been made when the tanks were put down.

The question was, shall we be forced to maintain the tanks? To his mind there was no great difficulty in getting both railroads and waterworks. He came to Goderich 26 years ago, and was sorry to have to say that his high hopes of the growth of Goderich had not been realiz- ed. Something would have to be done to help the town onward, and he, one and all, put our shoulders to the wheel. (Cheers.) If we did so, we could accom- plish both objects. He was in favor of a railway to give connection with the sea- board. Either the Credit Valley or the T. G. & B. would give us direct com- munication with Toronto, and thence to the sea. If we carried a railroad scheme and waterworks together, twenty years from now we would rejoice that we went for both. (Applause.)

Col. Ross would like to see both ob- jects attained, if it were possible, but his preference was for another railroad. He thought the estimate for the waterworks, \$50,000 was rather on the low side; still if we could afford it, an efficient system would be a boon to the town. A resident of Sarnia, in speaking of the waterworks of that town, had told him that he paid \$10 of water rate, but was so satisfied with the system that he would not fore- go the privilege for double the cost. He (the speaker) had also been told that the water rate not only paid the interest on the sinking fund, but yielded a revenue over and above. He thought that the com- mittee appointed by the Council should go on with their enquiry, and let us know at a future meeting what the cost of the work would be. On his own premises he had a small system of waterworks which had cost him a great deal more than his proportion would be in which Messrs. Cameron, Geo. Acheson, Ross, Saun- ders, Crabb and others took part, and finally, Mr. John Acheson proposed that some arrangement be come to between the movers of the motion and amend- ment whereby a unanimous vote could be given by the meeting.

Mr. F. W. Johnston was the next speaker, and found fault with the call- ing of the meeting. Meetings of this kind were not usually called except for pur- poses of indignation. After explaining the action of the Council on the water- works question, he finally settled in on the railway question, and said that the reason Goderich had heretofore been unsuccessful in previous efforts to obtain a road, was because of the want of unity of sentiment. With unity they could accomplish anything, without unity nothing could be done.

The following motion was then put and carried unanimously.

"Resolved that in the opinion of this meeting the time has now arrived when the Town of Goderich should adopt a sys- tem of waterworks and additional railway facilities, and that the committee ap- pointed by the Town Council to make the necessary enquiries as to the cost of such waterworks, be requested to ascertain what railway connections can be most ad- vantageously secured, and that the mayor be requested to call a public meeting to consider the report of said committee."

The meeting then adjourned.

signed by George Stephen, President of the Syndicate, and controller of the C. V. R., which stated that immediately after the New Year, the directorate would consider the practicability of ex- tending the line lakeward from Elora. A railroad from the north or north-east would not militate against the commer- cial prosperity of Goderich, and if a line were built from that side, and did a com- peting trade with the G. T. R. the G. W. R. would eventually be forced, in self protection, to build the twelve miles between Goderich and Clinton. The Syndicate, he understood, contemplated building a line of steamers to run be- tween Duluth and a Canadian port on Lake Huron, and if the C. V. R. could be brought to Goderich, we would also obtain the Syndicate port. He had agi- tated the railway question from the day he came to Goderich to the present, and was pleased to note, by the temper of to-night's meeting, that others were also deeply interested. What was want- ed was for one and all to stand shoulder to shoulder, and work unitedly, and if they worked well and loyally in the interest of the town, Goderich would have a second railway before two years, and not only take her place once more with the prosperous towns of Canada, but even realize the sanguine expectations of Mr. Platt, and ere long join the sister- hood of progressive Canadian cities.

Mr. Campbell then stated the position he took at the Council Board on the water-works motion, and spoke at some length in favor of the Credit Valley road.

At this stage some cross-fire occur- red, relative to the submission of Mr. Cameron's motion, in which Messrs. Cameron, Geo. Acheson, Ross, Saun- ders, Crabb and others took part, and finally, Mr. John Acheson proposed that some arrangement be come to between the movers of the motion and amend- ment whereby a unanimous vote could be given by the meeting.

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The meeting then adjourned.

COMMUNICATIONS.

We do not hold ourselves responsible for the opinions of our correspondents. Contribu- tors to this department must confine them- selves to public questions, and be brief.

To the Editor of the Signal.

SIR.—In your edition of last week, which contained minutes of last meet- ing of Council, I noticed my name among others, in voting against the preparing of a scheme of waterworks before submitting a by-law, which is not correct. What I among a few others wanted, and voted for, was the preparing a scheme and obtaining all necessary information, and particulars, before submitting the by-law, thinking it not best, to ask any consider- ation from the town, until we had something to place before them; which we hope to have soon. I also stated at that meeting that the pipe leading into the lake may be wood, either made of staves, or the wood tubing manufactured for such purposes, mak- ing it much cheaper. Details will be forthcoming at an early day, from the committee appointed for that purpose.

CHAS. A. HUBBER.

The Railway Schemes.

GODERICH, Oct. 13th, 1881.

To the Editor of the Signal.

SIR.—As it seemed to be the unani- mous wish of the people present at the public meeting held on Tuesday evening last, that a railway was desired for the town, it would not be amiss to make a few suggestions as to the routes we might adopt, in order to give the people time to think them over before our next meet- ing, which will take place when the Com- mittee has reported to the Council. The railways that we may connect with are the Great Western, Toronto, Grey and Bruce (in connection with the Northern of Canada), and the Credit Valley. Connection with the Western can be made at Clinton, Hensall or Exeter, Connection with the Toronto, Grey and Bruce, at Wingham, through the town- ships of Colborne and Wawanosh, and thence to Toronto. Connection with the Credit Valley via Blyth, Brussels, Lis- towel to Elora, thence to Toronto, or to Woodstock via Exeter and St. Marys. The question of a bonus will also arise in connection with the route chosen. If by the Western, which has now three lake fronts, viz: Saugeen, Kincardine, and Sarnia, we run to Clinton, we can expect no bonus from Goderich Township or Clinton. If to Hensall or Exeter, none of the townships or villages would give a bonus, as they have already granted it to the Western. If by the Toronto, Grey and Bruce, we could expect a bonus from the Town of Goderich, Townships of Colborne and Wawanosh, and the Town of Wingham. If by the Credit Valley via Elora, from the Town of Goderich, townships of Colborne, Hullett, Morris, Grey, Elms, Wallace, Marybor- ough, Peel, Pilkington, the villages of Blyth and Brussels, and the towns of Listowel and Elora, or via Woodstock large bonuses might be expected from the townships south of us, Exeter, St. Marys and Woodstock. I simply ask the electors to consider these routes and

chances of a bonus before deciding on any route.

Yours truly,
FRED. W. JOHNSTON.

THE SMITH'S HILL MEETING.

Hon. Sir Richard Cartwright before his Constituents.

On Monday afternoon last, the elec- tors of the township of Colborne were addressed by Hon. Sir Richard Cart- wright in the Township hall. There was a good attendance from Colborne and adjoining municipalities, and all present seemed to take a deep interest in the hon. gentleman's remarks. Mr. Wm. Young, Reeve of Colborne, occupied the chair, and introduced Sir Richard to the meeting.

After saying that he appeared before them according to promise, to discuss the public questions before the country, the speaker went on to point out the injustice of the charges of extrava- gance made against the Mackenzie administration, showing that while Sir L. Tilley had himself declared that the expenditure ought not to exceed \$22,500,000, he had asked \$26,500,000 for 1882; also that while Sir John Macdonald had added \$10,000,000 to the annual expenditure in seven years, Mr. Mackenzie, in spite of the enormous liabilities he had to face, had only added \$20,000 in four years. He further showed that the whole increase of the public debt in the four years Mackenzie held office was due to the necessity of meeting the engagements inherited from the previous administration. The tariff was next discussed, the speaker com- menting on the gross injustice of its provisions to the largest classes of the Do- minion, and especially to the farming community, who had received none of the promised benefits. He exposed the absurdity of the allegation that the price of wheat or of any other of their products was increased by the N. P., or that the home market promised to them had been provided, and pointed out that the only way in which they could receive an equivalent for the protective tax levied on them for the benefit of certain specially favored manufacturers would be by paying a direct bonus out of the treasury for every bushel of grain they raised. This, it was true, would come out of their own pockets, and nothing could more forcibly illustrate the inherent absurdity, as well as the injustice of the whole system, than that fact. He looked upon it as a gross infringement of the natural liberty of the people, and asked what possible compensation could be given to the lumberman, or the fisherman, or the person of fixed income, for increasing the cost of every article they had to purchase. The Syndicate bargain was next taken up, and the points against it were forcibly put. The Government had acted in a most high-handed man- ner, and had endeavored at first to crowd the discussion into nine days. But the Opposition, after hard fighting, had succeeded in staving off the close of the debate some five or six weeks, so that the sentiment of the people could be obtained on the question. But even then, despite the fact that petition after petition against the project was sub- mitted, and that a better offer was made to build the road, that 3,000,000 acres less land, and \$3,000,000 less money was required, that no restrictions were asked for, and that the gentlemen who made the offer were among the most solvent at the continental stock boards, the advice of the Opposition was repelled with scorn, and the Government major- ity hastened forward with their enor- mously costly project. In England due notice was given of any great project deeply affecting the interests of the country, and an opportunity for obtain- ing the opinion of the public on each question of importance was always ac- corded. In conclusion the speaker re- ferred to the Senate and said that even if it were retained, it should not have the power to interfere with the action of the popular representatives, or of ob- structing the will of the people—a dan- gerous power which it had already exer- cised on one or two occasions. He con- cluded by saying that the people of Can- ada, were not free to buy, sell, but were fettered in their dealings; they were subjected to tyranny from corporation rings, manufacturing rings, and railway rings. In the old country they were trying to make themselves free from such tyranny, while here the people were handing their necks to the yoke. The Reform policy had been equal rights to all men, and the spirit of true Reform was not to be deterred because one man or one ministry had fallen. (Loud applause.)

At the conclusion of his address a vote of thanks to Sir Richard was made by Mr. Charles Girvin, Reeve of W. Wawanosh, seconded by Mr. John Morris, of Colborne, and favorably commented upon by A. M. Ross, M. P. P.

The meeting, which was a highly suc- cessful one, was then brought to a close.

J. C. Currie's Sale List.

Parties getting their bills printed at this office will get a notice in this department FREE of charge.

Saturday, Oct. 15—Peremptory sale of horses, cows, sheep etc., at the Agri- cultural show grounds in the Town of Goderich. Sale commences at 1 o'clock p.m.

Friday, Oct. 21—Credit sale of choice farm stock on the farm of John Millien, Lot 9, con. 6, Colborne. Sale commences at 1 o'clock p.m.

Saturday, Oct. 29—Mortgage sale, at auction mart, in town of Goderich, of the Carey farm in the township of Ashfield; sale at 1 o'clock p.m.

Goderich N. B. this sal- day

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