

WARE!

ER OFFERS FOR prices, a large amount

and Hoop Iron

RINGER STEEL

ILS

Sucks and

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

COULDS

ON THE COAST

TY, PAINTS,

IS, OILS,

Wagon, Cans and

and Hoop Iron

and Hammer

W. T. COX, Editor and Proprietor.

\$1.50 PER ANN. IN ADVANCE!

WAGON FOR THE ICE

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

And its rope, resting crew;

Wagon for the ice! the magic ice,

so soon quit that dark dungeon for ever; so soon see again the blessed daylight, and smile among my fellow-men. My dear old aunt, how surprised and delighted she would be to see me! She must have given me up before now as lost or dead. It would seem like a resurrection from the tomb. Terribly long seemed that hour during which I waited with the means of freedom in my hand. I had no sound, or any means of measuring the time correctly; but after the first ecstasy of my thankfulness and in some measure subsided, I set myself to walk slowly from end to end of my cell for a fixed number of times, which I knew would more than fill up the remainder of the hour; for having given my word, I was determined rather to exceed than fall short of the appointed time. So to and fro I slowly paced, keeping the key clasped firmly in my hands, keeping minute by minute that the allotted number was decreasing, dividing slowly but surely till one by one they were all gone. Then, with a great sigh of relief that the moment of my deliverance was at last come, I inserted the key in the lock, and gave it the usual turn; but it would not touch the bolt; again I tried, and with a similar result. It was the wrong key!

(Continued on Second Page.)

Huron Signal.

GODERICH, C. W., JAN. 29, 1864.

GRAND TRUNK RAILWAY.

The attention of our readers is directed to the article in another column from the Montreal Witness, in which the Monopolistic policy of that huge source of trouble to Canada—the Grand Trunk Railway, is ably exposed. The article in question is especially interesting to Huron readers, inasmuch as it settles, to some extent, the question we have heard so frequently of late, as to how far the Buffalo & L. E. has been drawn into the meshes of monopoly. An arrangement has been made, it appears, between our line and the Grand Trunk for a conjoint conveyance of passengers and freight between Detroit and Buffalo, and it is only reasonable to include Saravia in the plan adopted. Not being behind the scenes, we can only wait for the opening of the Spring trade to see whether the line from Stratford to Goderich is to be virtually closed, and we may perhaps cherish a vague hope that we may rapidly increase through trade of the past year or two will not be turned away from its legitimate channel. We heartily concur in the opinion expressed by our contemporary that if this gigantic scheme of the Grand Trunk is allowed to have full swing it will exercise a baneful influence upon the trade of a large portion of Upper Canada; the shipping interest will suffer, and farmers as well as commercial men will be more or less at the mercy of the wretched monopoly that threatens to crush out our life blood. The Grand Trunk possesses a constantly increasing political power, but there is surely vigor and patriotism enough in our Legislators to put a stop to its further progress in the direction of monopoly. The representatives for relief. Refer to Finance Committee.

A number of communications from School Sections in Bruce, asking for the continuance of John Eckford as L. S.

Petition from John Blake Esq., asking what the Council intend to do with regard to the furniture in the City Attorney's office. He was willing to sell it for what was paid for it at auction. Referred to Finance Com.

Reports from Superintendent of Schools were received and referred.

Report from the Inspector of Weights and Measures, stating the places he had visited and the action taken. The Inspector added that he had met with uniform kindness from the business men of the Counties.

A letter from Mr. Sanders, asking for appointment as Inspector of weights and measures. Referred to same com.

Some of the members complained that Mr. Hazlehurst had been very negligent in the discharge of his duties, as far as their observation extended. In order to give the matter a chance of being referred to a special committee, consisting of Messrs. Gann, Messer, Lusden, Adamson and Whitehead.

Communications from Dan. Lizar Esq., Clerk of the Peace, laying before the Council the Presentment of the Grand Jury of the last Quarter Session in which Lock up Houses are recommended.

Also an order from the Board of Magistrates at same Sessions that the Court House Keeper be instructed to keep all the rooms used by the officers clean, &c.

Referred to special committee.

An anonymous letter asking Mr. Nairn as Local Supt. was shown under the table.

Report of the Counties' Engineer was read and referred to the Gravel Road Committee.

Report of the County Treasurer was read and referred to the Finance Committee.

A committee was appointed to draw up a petition to the Legislature praying for an amendment to the Assessment Act so that non-resident notations lands can be sold for taxes. Committee: Messrs. Adamson, Gann, Mathers, Gibson and Lusden.

Mr. Martin of Kincaid and the Rev. Mr. Smith of Culross were appointed Grammar School Trustees for the County of Bruce, in place of the retiring members.

On motion of Mr. Sutton, seconded by Mr. Molloch, that the sum of \$3000 be raised in the County of Huron for improvement of boundary lines. Goderich and Clinton to be on same footing as last year.—Carried.

On motion of Mr. Adamson, the Engineer was instructed to survey the Bayfield Harbor and send in estimates of the improvements required at next meeting.

Judge Cooper and Dr. McDougall were re-appointed Grammar School Trustees.

Report of the School Committee was read. The following Local Superintendents were recommended to be appointed: Rev. J. W. Sims, Mr. Nairn, Mr. Eckford (with Elderly and Saugeen added to his old district.) Rev. Mr. Fraser, Mr. Stewart for Morris and Turnberry. A hope was expressed that these gentlemen would study brevity in their reports. Report adopted.

Moved by Mr. Knell, seconded by Mr. Gibson, that the County Council raise the sum of \$20,000 by debentures to mature in ten years and to be expended as follows:

400 on the Stephen Mill Road; 200 to extend the Hay Road; 3,500 for Colborne and Ashford Road; 5,500 for Colborne and the Wingham road; 400 for the Seaforth road.

A debate of considerable length ensued. Mr. Mathers contended for an equivalent for Wawanosh in order to build bridges over the Mainland. Messrs. Knell and Whitehead supported the motion. Mr. Whitehead argued that the amounts for Colborne and Ashford road would be a great convenience, and would pay. Mr. Churchill and other members opposed the motion.

It was moved in amendment that the matter be referred to a special com.

The vote was taken and the motion declared carried on the following vote:

YEA.—Messrs. Parsons, Sweet, Case, Knell, J. Whitehead, VanEvery, Bishop, Messer, A. McDonald, Cray, Morgan, Strong, Perdue, Malloch, C. Whitehead, Dalton and Spence—17.

NAY.—Messrs. Sprot, Govelek, Gibson, Adamson, A. Johnston, Cook, Mathers, Morgan, P. McDonald, Piper, Saill, Churchill—12.

Motion carried by a majority of five. [Applause.]

Salutary com. reported, recommending that the officers' salaries be the same as last year.

A committee of five was appointed to draft a petition to the Legislature for a Drainage Act.

Moved by Mr. Bishop, seconded by Mr. McDonald, that the Engineer be instructed to have the extensions of gravel roads constructed so that tollgates can be erected on all of them.—Carried.

Moved by C. Whitehead, seconded by Mr. Perdue, that \$2,000 be granted for the purpose of erecting two bridges in the township of Morris. Lost.

Moved by Mr. Morzan, seconded by Mr. Mathers, that \$1000 be granted for the erection of two bridges in Wawanosh. Lost.

Moved by Mr. Knell, seconded by Mr. VanEvery, that the Engineer be instructed to examine the Bayfield and Huron roads, and report as to the sum required to place them in a position for the construction of toll-gates. Carried.

The deliverance on No. 12 was amended on motion of Mr. Gann. That \$200 be granted for the relief of the emigrants of the township of Huron. The report as amended was confirmed.

REVIEWS CERTIFICATES.—At the organization of the present Council, much trouble was experienced in consequence of the informal certificates of election, &c., furnished to many of the Reeves by their Township Clerks. We would suggest to these officials the propriety of following the plain letter of the law in future, as to the doing they will have a good deal of disquiet and fruitless delay at the County Board.

Grand Trunk Policy of Monopoly in absorbing Sub Lines.

There are unmistakable indications current in the management of the Grand Trunk Railway, that a new policy has been in motion, which if consummated, can but be dangerous, and prejudicial to the trade and commerce of Canada.

The chief feature of the new programme so far appears to be the absorption, and control of all side railways in the country by this already too powerful and colossal monopoly.

Evidence of this may be seen in the recent lease of the Champlain Road, sought to be ratified by legislative enactment next session, and the lately secured control of the Ottawa and Prescott, and it is reported—St. Albans, Sherbrooke and Champlain Railway.

The absorption of the other minor lines in Canada, necessary to the completion of this bold and gigantic scheme, will, doubtless, be from the present financial position, carried out in the near future, and will, in the end, result in the total annihilation of the latter.

It is, however, fortunate for this country that there is one disinterested Company (the Great Western Railway) opposed to this tremendous federation scheme.

Several protective measures have, therefore been resorted to, and are being vigorously prosecuted by the Manager of the Grand Trunk Railway, to reduce the Great Western to submission.

The recent has been supplied by an extensive reduction of fares and freight, between Toronto and London, Sarvia, Detroit, &c.

His Highness the Prince of Wales gave, &c.

COUNTIES' COUNCIL.

The new Counties' Council met this afternoon, (Tuesday, 26th), in the Court House.

By the following list of members present it will be seen that a considerable change has taken place in the representation of the different Townships.

With respect to Bruce, especially, we miss many of the old familiar faces. On the Clerk calling over the Roll, the blanks were filled up as follows:

Ashfield, Wm Malloch, Dep. M. Dalton, Clinton Village, Joseph Whitehead, Colborne, Henry Spence, Goderich, Robert Gibbons, Turnberry, T. B. VanEvery, Deputy, T. B. VanEvery, Goderich Township, Wm Piper, Bruce, Wm Gann, Jas McKinnon, Carleton Place, J. A. McDonald, Hay, Wm Case, F. Knell, Hullett, John Morgan, H. Saell, Howick, Thos Gibson, Wm Strong, McKillop, Thos Govelek, Morris, Chas Whitehead, John Perdue, Stanley, P. Adamson, Alex Johnston, Stephen, Reb Sweet, John Porson, Tuckersmith, H. Chesney, Geo Sprot, Turnberry, John Messer, Uxbridge, A. Bishop, Rob Creevy, Wawanosh, H. Mathers, A. Cook, Anabel and Albenale, W. Kribs, Arran, J. M. Lusden, Wm Espin, Brant, Jas Brocklebank, Johnston Smith, Bruce, Wm Gann, Jas McKinnon, Carleton, M. Fisher, Jas Hoeg, Colross, Alex McIntyre, J. F. Ritter, Elderslie, Jas Gillies, Jas Dobin, Greenock, Rob Pinkerton, Huron, Rob Johnston, John McLay, Kincaid, T. W. Miller, J. P. McIntyre, do Vill, Wm Sutton, Kinross, Jas Rowand, Southampton, Thos Adair.

Moved by Joseph Whitehead, seconded by Mr. Adamson, that Robert Gibbons, Esq. be Warden for the current year.—Carried.

The Warden made a few remarks, in the course of which he expressed a hope that the members would endeavor to consult the interests of the whole counties as well as of their particular municipalities. After thanking them for the honor that had done him, he took his seat.

The Council then adjourned until seven o'clock.

Wednesday.

Minutes of yesterday were read and adopted.

Four petitions from the inhabitants of the townships of Wawanosh, Ashfield and Colborne, asking for the appointment of Rev. J. W. Sims as Local Superintendent of Schools, were read and referred to School Committee.

Letter from Malcolma McLellan requesting the sufficing condition of a number of negroes located in the Township of Huron, and asking for some measure of relief. Referred to Finance Committee.

A number of communications from School Sections in Bruce, asking for the continuance of John Eckford as L. S.

Petition from John Blake Esq., asking what the Council intend to do with regard to the furniture in the City Attorney's office. He was willing to sell it for what was paid for it at auction. Referred to Finance Com.

Reports from Superintendent of Schools were received and referred.

Report from the Inspector of Weights and Measures, stating the places he had visited and the action taken. The Inspector added that he had met with uniform kindness from the business men of the Counties.

A letter from Mr. Sanders, asking for appointment as Inspector of weights and measures. Referred to same com.

Some of the members complained that Mr. Hazlehurst had been very negligent in the discharge of his duties, as far as their observation extended. In order to give the matter a chance of being referred to a special committee, consisting of Messrs. Gann, Messer, Lusden, Adamson and Whitehead.

Communications from Dan. Lizar Esq., Clerk of the Peace, laying before the Council the Presentment of the Grand Jury of the last Quarter Session in which Lock up Houses are recommended.

Also an order from the Board of Magistrates at same Sessions that the Court House Keeper be instructed to keep all the rooms used by the officers clean, &c.

Referred to special committee.

An anonymous letter asking Mr. Nairn as Local Supt. was shown under the table.

Report of the Counties' Engineer was read and referred to the Gravel Road Committee.

Report of the County Treasurer was read and referred to the Finance Committee.

A committee was appointed to draw up a petition to the Legislature praying for an amendment to the Assessment Act so that non-resident notations lands can be sold for taxes. Committee: Messrs. Adamson, Gann, Mathers, Gibson and Lusden.

Mr. Martin of Kincaid and the Rev. Mr. Smith of Culross were appointed Grammar School Trustees for the County of Bruce, in place of the retiring members.

On motion of Mr. Sutton, seconded by Mr. Molloch, that the sum of \$3000 be raised in the County of Huron for improvement of boundary lines. Goderich and Clinton to be on same footing as last year.—Carried.

On motion of Mr. Adamson, the Engineer was instructed to survey the Bayfield Harbor and send in estimates of the improvements required at next meeting.

Judge Cooper and Dr. McDougall were re-appointed Grammar School Trustees.

Report of the School Committee was read. The following Local Superintendents were recommended to be appointed: Rev. J. W. Sims, Mr. Nairn, Mr. Eckford (with Elderly and Saugeen added to his old district.) Rev. Mr. Fraser, Mr. Stewart for Morris and Turnberry. A hope was expressed that these gentlemen would study brevity in their reports. Report adopted.

Moved by Mr. Knell, seconded by Mr. Gibson, that the County Council raise the sum of \$20,000 by debentures to mature in ten years and to be expended as follows:

400 on the Stephen Mill Road; 200 to extend the Hay Road; 3,500 for Colborne and Ashford Road; 5,500 for Colborne and the Wingham road; 400 for the Seaforth road.

A debate of considerable length ensued. Mr. Mathers contended for an equivalent for Wawanosh in order to build bridges over the Mainland. Messrs. Knell and Whitehead supported the motion. Mr. Whitehead argued that the amounts for Colborne and Ashford road would be a great convenience, and would pay. Mr. Churchill and other members opposed the motion.

It was moved in amendment that the matter be referred to a special com.

The vote was taken and the motion declared carried on the following vote:

YEA.—Messrs. Parsons, Sweet, Case, Knell, J. Whitehead, VanEvery, Bishop, Messer, A. McDonald, Cray, Morgan, Strong, Perdue, Malloch, C. Whitehead, Dalton and Spence—17.

NAY.—Messrs. Sprot, Govelek, Gibson, Adamson, A. Johnston, Cook, Mathers, Morgan, P. McDonald, Piper, Saill, Churchill—12.

Motion carried by a majority of five. [Applause.]

Salutary com. reported, recommending that the officers' salaries be the same as last year.

A committee of five was appointed to draft a petition to the Legislature for a Drainage Act.

Moved by Mr. Bishop, seconded by Mr. McDonald, that the Engineer be instructed to have the extensions of gravel roads constructed so that tollgates can be erected on all of them.—Carried.

Moved by C. Whitehead, seconded by Mr. Perdue, that \$2,000 be granted for the purpose of erecting two bridges in the township of Morris. Lost.

Moved by Mr. Morzan, seconded by Mr. Mathers, that \$1000 be granted for the erection of two bridges in Wawanosh. Lost.

Moved by Mr. Knell, seconded by Mr. VanEvery, that the Engineer be instructed to examine the Bayfield and Huron roads, and report as to the sum required to place them in a position for the construction of toll-gates. Carried.

The deliverance on No. 12 was amended on motion of Mr. Gann. That \$200 be granted for the relief of the emigrants of the township of Huron. The report as amended was confirmed.

REVIEWS CERTIFICATES.—At the organization of the present Council, much trouble was experienced in consequence of the informal certificates of election, &c., furnished to many of the Reeves by their Township Clerks. We would suggest to these officials the propriety of following the plain letter of the law in future, as to the doing they will have a good deal of disquiet and fruitless delay at the County Board.

Grand Trunk Policy of Monopoly in absorbing Sub Lines.

There are unmistakable indications current in the management of the Grand Trunk Railway, that a new policy has been in motion, which if consummated, can but be dangerous, and prejudicial to the trade and commerce of Canada.

The chief feature of the new programme so far appears to be the absorption