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TEN SHILLINGS
IN ADVANCE.

"THE GREATEST POSSIBLE GOOD TO THE GREATEST POSSIBLE NUMBER."

TWELVE AND SIX PENCE
AT THE END OF THE YEAR.

VOLUME I. GODERICH, HURON DISTRICT, (C. W.) FRIDAY, FEBRUARY 18, 1848. NUMBER 3.

The Huron Signal,

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THOMAS MACQUEEN, Editor.

By all kinds of Book and Job Printing, in the
English and French languages, executed with
cleanliness and dispatch.

THE DEAD OF THE WRECK.

By W. STONE.

A meal was bought
With blood, and each sat silently apart,
Gorging himself in gloom; no love was left;
All earth was his own thought, and that was
death.

The 29th of October, 1828, opened with
as clear and as beautiful an autumnal morn-
ing as ever dawned upon the plains of
Abraham; and for once I arose ere the sun-
beams began to gild the battlements of the
Castle of St. Louis. My spirits were ani-
mated, and my feelings usually cheerful
and buoyant; for I was this morning to
embark for the green island of my nativity,
and although my regiment had so long been
stationed in this ancient Canadian capital,
I was to allow of my forming many warm
friendships and strong attachments, yet the
thoughts of "Home, sweet home," with all
its exhilarating and endearing recollections,
were uppermost in my mind. And bright-
eyed fancy, too, was already picturing to
my imagination the joyous welcome, which,
after three years of banishment, I hoped in
one short month to receive from a kind
and beloved mother and three fond sisters,
to say nothing of another, who, though not
yet bound to me by the legal ties of rela-
tionship, was an object of my liveliest sol-
icitude, and deepest and tenderest affec-
tion. Our baggage and private ship stores had
all been placed on board the preceding even-
ing, and nothing remained for the morning
occupation of the passengers but to make
their parting calls, exchange adieu, and em-
bark. The good people of this Frenchified
city not yet having broken their slumbers,
I sallied forth for an early stroll upon the
Plains of Abraham, to take what was prob-
ably to be the last survey (the last indeed)
of the Martello towers, and the bed of glory
of Wolfe and Montcalm. A heavy heart-
sore covered the ground, which sparkled in
the early sun, as I was gazing at the
plains, as though millions of diamonds, while
the crisp grass rustled and broke at every
step beneath my tread. I walked briskly
for more than an hour, in catching such views
as the time would permit, and the scene
which appeared most worthy of being treas-
ured up for my future reminiscences of this
memorable spot. The air was cool and
bracing, and never did the castle, the citadel,
which crowns the rocky precipice over-
looking the lower town, the beautiful bay,
which, though but a section of a river, lies
apparently embosomed among the surround-
ing heights like a lake; the town beneath,
and the landscape above, look so beautiful,
so imposing, so magnificent. Returning to
my quarters as a thousand dense masses of
smoke came curling and rolling upward
from the chimneys of the town at my feet,
a beautiful breakfast was soon despatched.
The usual civilities between parting friends
having been interchanged, by twelve o'clock
I found myself safely on board the barque
Grenada, just as the sailors were beginning
to load her into the stream, and the deep
sonorous cry of "Yo ho ho!"

By one o'clock our vessel began slowly
to drop down the bay. It was just at the
close of that beautiful portion of an Ameri-
can autumn, called the Indian summer.—
The sun imparted a genial warmth during
the middle hours of the day. A thin light-
blue haze yet hung on the verge of the dis-
tant landscape; the current of air was in-
sufficient to ruffle the bosom of the water;
and our sails hung flapping lazily against
the masts and rigging of the bark. Float-
ing thus quietly and gently down the stream,
an agreeable opportunity was afford-
ed for taking one more survey, from the
water, of this picturesque city, and the rug-
ged scenery and imposing sweep of struc-
tures by which it is surrounded. The lower
town is built upon a long narrow piece of
land, between the river and the base of the
precipitous rocks, upon whose peaked sum-
mits stand the castle and citadel as before
mentioned. These rude heights; the deli-
cious villages of neat white cottages,
interspersed with more elegantly built coun-
try seats, scattered thickly upon the mar-
gin of the water; the grotesque assemblage
of houses, of every possible description, of
the irregular orders of architecture; the
"castle in the air," hanging upon the verge
of the precipice two hundred feet above
the frowning battlements of Cape Diamond
beyond, and more than a hundred feet higher
still; and the range of mountains whose
dark crests were now obscured by a mist
floating in the azure distance; all combined
in making up a spectacle of surpassing
grandeur and beauty, upon which I gazed
intently, and for a long time, with those
emotions of melancholy pleasure which
parting from scenes and friends that are
dear, to return to other scenes and other
friends yet more dear.

Levi, I caught another and a fine
the beautiful cascade of Montmorency,
whose bright unwearied waters have for
ages been leaping from an elevation of more
than two hundred feet, like a continuous
torrent of liquid silver, into its deep rocky
bed below.

The course of the St. Lawrence, from
Quebec to the ocean, is north-east. The
morning following our embarkation found
us not yet below the eastern extremity of the
charmy island of Orleans; and owing to a
continued slumber of the winds, our descent
of the river was for several days unusually
slow. There were eight passengers on
board, viz: a lady with one child and a
waiting-woman; another female, with two
children, and a gentleman passenger besides
myself. These, with the captain, his mate,
twelve seamen, and boys, and the cook,
made up the number of twenty-three souls
on board the Grating. Our bark was a
 snug, comfortable vessel, and though we
were all anxious to be making more rapid
headway than the current favoured us with,
during the calm, yet the weather continued
pleasant for the season, and the time was
passed as agreeably as could have been ex-
pected.

The morning of the 8th of November
found us not yet two hundred miles from
Quebec, enveloped in one of those beau-
tiful, a sure precursor at this advanced
season, of extreme cold, and so dense as to
circumscribe our vision to the distance of a
very few yards. Indeed, the bows of our
ship could not be seen from the companion
way, and our topmasts were lost in the
thick and palpable obscurity. In this situa-
tion it became necessary to let go our
anchors, since considerable spray, added to
wind, would not allow our ship even to float
down by the gentle operation of the tides and
current. Thus we lay embayed for
several days, without once catching a
glimpse of the sun by day, or the stars by
night. But a smart breeze sprang up on
the 14th, a smart breeze sprang up on the
northeast (directly in our teeth), which
soon cleared the atmosphere of the fog, and
by sunrise had increased to a heavy gale.
All diligence was used in raising our anchors
and getting under way; but the weather
having become suddenly and severely cold,
the change was sensibly felt, and the motions
of the seamen, though lively and cheerful,
navigation, were consequently inert and
heavy. We continued to beat slowly
against the wind during the day—some-
times losing by one tack all that we had
gained by the preceding. The cold increased
every instant, and the wind, which towards
noon chopped round to the N.N.W., before
sunning blew a gale, surcharged with frost,
as biting and keen as though just let loose
from the Arctic regions. All possible care
and attention were now requisite to keep
the ship from driving upon the ice shore,
until our entrance upon the broader ex-
panse of the sea should give us more secu-
rity. But as the river widened, the sea
began to run high and irregular, causing
the ship to roll and pitch with great vi-
cissitude. Night was closing around us; the
clouds hung over us in diversifying and
heavy masses; and the supposed neigh-
bourhood of islands rendered it necessary
to close reef our sails, let go our anchor,
again, and lie by for the night. And a
most hazardous and perilous passage
—for before morning, the ship was found
to have parted her cables, and was drifting
at the mercy of the tempest. I will not
speak of the anxiety and the planks were
fastened to the deck. The consequence was,
that the sails and running rigging were
soon rendered unyielding, and of course the
ship was nearly unmanageable. The sail-
ors, encased, as it were, in ice, wore soon
fatigued and benumbed; and the planks
were so slippery that with every roll of the
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