Schedule of Convictions
April 2. Only Upon 1857
29 July 1857

The Huron Signal
EVERY WEDNESDAY,
PROPRIETORS,
LLS & GEO. COX,
MARKET SQUARE,
ICH, C. W.
Signal 253

# Huron Signal.

THOS MACQUEEN
Editor.

A ANNUM { CASH 10s. CREDIT 12s. 6d

# Supplement to Huron Signal.

GODERICH, C. W., DECEMBER 8, 1855.

## MINUTES OF THE COUNTY COUNCIL.

COUNCIL ROOM, GODERICH, 18th September, 1855.

The County Council met this day, pursuant to adjournment from last meeting.

JOHN HOLMES, ESQ., Warden in the Chair.

The Warden addressed the Council on the following subjects, and submitted documents connected with the same: namely, on Petitions to Government, about opening Road from Saugeen to Goderich, and sale of the Indian Lands.—Apportionment of the Legislative School Grant, and correspondence between the Education Department, and Local Superintendent and County Clerk connected with the same.—New Maitland Bridge.—Court House contract.—Gravel Road at Flanagan's, and issuing of £1500 of Debentures for payment of the same.—Improvements on the Base Line.—Patriotic Fund.—Interest on the Loan due by the Counties to Government for the Railway. Arrangement entered into between the Railway Directory and Hesseltine & Powell. When it was

1 Moved by Mr. Hays, seconded by Mr. Cromar, That a Committee of Five be appointed to take into consideration all matters relative to the Railroad.—Carried. On a Ballott being taken for the above, the Committee was declared to consist of Messrs. Gibbons, Hays, Reid, Woods, and Cromar.

2 Moved by Mr. Cromar, seconded by Mr. Hays, That a Committee of Five be appointed to take into consideration and report on the matters brought under the notice of the Council by the Warden in his opening address, excepting Railway and School matters, already referred.—Carried. On a Ballot being taken, the Committee was declared to consist of Messrs. Rance, Dickson, Wood, Hays, and Woods.

The Council adjourned till ten o'clock, to-morrow morning.

COUNCIL ROOM, GODERICH, 19th September, 1855.

The minutes of yesterday were read over and approved, when

3 Petition from the inhabitants of Kincardine and Bruce, relative to getting a new Census of the County of Bruce taken, was read, and referred to the School Committee.

4 Petition from Board of Grammar School Trustees was read, and referred to the Finance Committee.

5 Petition from the inhabitants of the Township of Carrick was received, read and referred to the Committee appointed at last Session on the separation of Township.

6 Petition from the inhabitants of Culross, was received, read and referred to the last mentioned Committee.

7 Petition from the inhabitants of the Township of Elderslie was received, read and referred to the last mentioned Committee.

8 Petition addressed to the Township Council of Goderich, accompanied by a resolution of the said Township, were read and referred to the Finance Committee.

9 County Surveyor's Report accompanied by tender for tightening the bolts of the New Maitland Bridge, were referred to the Road and Bridge Committee.

10 County Surveyor's account for travelling expenses, referred to Finance Committee.

11 Account from Mr. Atkinson for Superintending Gravel Road, referred to the Finance Committee.

12 Copy of a Resolution from the County Council of Leeds and Granville, was read and ordered to lie upon the table.

12 A Report of the Railway Committee was received, read and referred to a Committee of the Whole. Mr. Barber in the Chair.

The Report was read and adopted. When the Committee rose and the Warden resumed the Chair.

The Report was again submitted and adopted.

13 Report of the Committee appointed to report on the Warden's address, was received, read and referred to a Committee of the Whole. Mr. Girvin in the Chair.

No. 1, 2, 3, 4 and 5 were adopted.

14 On No. 6 being read, it was moved by Mr. Holmes, seconded by Mr. Sowray, That that part of the Report relative to the new issue of Debentures for the Gravel Road, be referred to the Finance committee.—Carried.

No. 7 was adopted, when the committee rose and the Warden resumed the chair. The Report was again submitted and adopted;

15 Moved by Mr. Gibbons, seconded by Mr. Hays, that this Council do ratify and confirm, the acceptance by the Directors of the Buffalo Brantford and Goderich Railroad, at a late meeting held in Brantford, the offer made by Hesseltine and Powell to lease the said road in perpetuity, for the sums mentioned in said offer—and further that the members of this Council do unanimously agree to advocate and support the interests of the new Company by all legitimate means in their power, to carry out the permanent and speedy completion of the said Railroad.—Carried.

The sixteen following documents were referred to Finance Committee.

16 Letter from Mr. Flanagan.
17 Account (S. B.) certified by Mr. Cromar.
18 Account (S. B.) certified by Mr. Girvin.
19 Two accounts (S. B.) certified by Mr. Hawkins.
20 Account (S. B.) certified by Mr. Walker, (Stephen.)
21 Three Accounts, certified by Mr. Hunt.
22 Moved by Mr. Strang, seconded by Mr. Sowray, That the sum of £25 be granted for improving the Townline between Hibbert and Usborne, as the County Council of Perth has granted the same for improving the said line, and that the same be expended by the direction of the Reeves of Hibbert and Usborne.

23 Moved by Mr. Cromar, seconded by Mr. Hays, That as the Sudden Breach money for the Township of Greenock has been already expended, a sum of Ten pounds be granted by this Council to assist in repairing a large piece of Crossway unfortunately burned lately.

23 A Moved by Mr. Walker, seconded by Mr. Sowray, That whereas no assistance can be got from Government to repair the Bridges crossing the Saugeen River in the Township of Brant, that this Council will grant £100 to repair the same.

24 Account (S. B.) certified by Mr. Paul.

25 Moved by Mr. Dickson, seconded by Mr. Strang, That this Council [illegible] five pounds towards improving the Townline between Tuckersmith and Hibbert, on condition that the County Council of Perth grant a similar amount for that purpose.

26 Moved by Mr. Rance, seconded by Dr. Woods, That the sum of Twelve pounds ten shillings be granted towards improving "Holmes's Hill," on the Huron Road.

27 Moved by Mr. Hunt, seconded by Mr. Hawkins, That the County Council grant the sum sum of Five pounds to assist in cutting out certain ditches for keeping the water off "Dunlop's Hill." The Township of Colborne has granted the same sum, and they wish to be assisted by the County Council, as the road in the fall will be quite impassable.

28 Moved by Mr. Girvin, seconded by Mr. Hawkins, That the sum of £25 be granted towards opening the Townline between the Townships of Ashfield and Wawanosh, inasmuch as the improving of the said line would be of great benefit to the County, being a leading road to the Northern Townships, and the only direct road to Kinloss.

29 Three accounts (S. B.) certified by Mr. Withers.

30 Moved by Mr. Horton, seconded by Mr. Strang, That this Council do grant the sum of Five pounds for repairing the Townline between Blanshard and Biddulph, as the Blanshard Council has promised a like sum.

31 Moved by Dr. Woods, seconded by Mr. Rance, That the Warden do again write to the Warden of Perth calling his attention to the necessity of making provision for payment of interest and sinking fund on £50,000 apportioned to the County of Perth, and paid to the Buffalo, Brantford and Goderich Railway Company; and further, in the event of his not receiving any satisfaction in the premises from the Council for the County of Perth, then that the Warden do write to the Receiver General, and state that the Counties of Huron and Bruce have made provision for all interest due by them—therefore should it be necessary to direct the Sheriff to levy for any interest which may remain unpaid, it would be only an act of simple justice to direct such levy to be made on the County of Perth. Carried.

32 Moved by Mr. Reid, seconded by Mr. McPherson, That this Council concur with the suggestion contained in Mr. Gibson's Report respecting the Goderich and Saugeen Road, and that the Warden be instructed to write in reply that the Council will proceed with the necessary repairs with as little delay as possible.—Carried.

The Council adjourned till ten o'clock, to-morrow morning.

COUNCIL ROOM, GODERICH, 20th September, 1855.

The Minutes of yesterday were read over and approved, when Letter from Mr Sheriff McDonald was received and read, it was

33 Moved by Dr. Woods, seconded by Mr. Gibbons, That the Warden be authorized to pay Mr. Hobson £1 5 0 per day for the sittings of Courts in his house, provided, that Mr. Hobson be satisfied with that sum, but this Council objects to pay any greater sum for Court Room accomodation.—Carried.

34 Account (S. B.) certified by Mr. Reid, referred to the Finance Committee.

35 Moved by Mr. Rance, seconded by Mr. Wood, That the sum of £25 be granted towards opening the Townline between the Townships of Goderich and Tuckersmith, as the amount already granted by this Council towards opening the Bayfield Concession, and subscription, will be entirely useless unless said line is opened. The above was referred to the Finance Committee.

36 Moved by Mr. Dickson, seconded by Mr. Histor, That the County Surveyor do now state to this Council whether he considers the offer submitted by Messrs. Farrell, for screwing up the Maitland Bridge as reasonable, and further lay before this Council any information he may be in possession of with respect to the oak plank, nothing definite having been submitted by him in his report, relative to these matters.—Carried. The Surveyor explained.

37 Moved by Mr. Hawkins, seconded by Mr. Hunt, That the Ten pounds granted to Mr. Berford in January, 1854, for a Bridge on Sparling's Creek, in Arran, be now paid over to Mr. Barber, as the work is now completed. The above was accompanied by a certificate from Mr. Barber certifying that the work was done, it, and the foregoing motion were referred to the Finance Committee.

38 Moved by Mr. Wood, seconded by Mr. Rance, That the sum of Fifty pounds be granted to the Township of McGillivray, for the purpose of making the Centre Road through the Township passable. The inhabitants have subscribed and paid the sum of Fifty pounds, and the Council has granted a further sum of Fifty pounds, and the Road is still impassable, the above sum will make it good.

The foregoing was referred to the Finance Committee.

39 Report of the Committee appointed to report on the Separation of Townships was received, read and referred to a Committee of the Whole. Mr. Walker, (Brant) in the Chair. The separate clauses of the report were adopted in Committee of the Whole, when the Committee rose and the Warden resumed the Chair. The Report was again submitted and adopted.

40 Report of the School Committee was received, read and referred to a Committee of the Whole. Mr. McPherson in the Chair. The separate clauses of the Report were read and adopted in Committee of the Whole, when the Committee rose and the Warden resumed the Chair.

41 Moved by Mr. McPherson, seconded by Mr. Gibbons, That a copy of that part of the School Report now read and adopted, which refers to the County of Bruce be prepared and forwarded to the Chief Superintendent of Schools.—Carried.

42 Moved by Mr. Johnson, seconded by Dr. Woods, That a sum of One hundred pounds be granted to assist in making the Road between the Townships of Hay and Stanley passable. This road is now very [illegible] the entire population of the Western portion of Hay and Stanley, which portions are now [illegible] for want of a track through their County road obliges hundreds of teams to go a round of [illegible] Lucknow or the Direction. Referred to the Finance Committee.

43 Letter from the County Treasurer was received and read, when it was

44 Moved by Mr. Hays, seconded by Mr. Cromar, That George Brown, Esq., County Treasurer, be authorized to settle with the Contractors or their assigns for the erection of the Maitland Bridge, retaining in his own hands the amount of Verdict in favor of the Counties against the contractors, and all legal costs of the two suits.—Carried.

45 Moved by Mr. Reid, seconded by Mr. Walker, That a grant of Twenty-five pounds be given to the Township of Saugeen for the purpose of improving the leading Road into the Village of Southampton.—The above was referred to the Finance Committee.

46 Report of the Finance Committee was received and referred to a Committee of the Whole. Mr. Cromar in the Chair. On the separate clauses of the Report being read, Nos. 4, 8, 10 and 11 were adopted.

47 On No. 14 being read, it was moved by Mr. Walker, seconded by Mr. Reid, That the part of the Finance Report referring to the Gravel Road be not adopted. Lost on a division, by a majority of eight.

48 On No. 21 being read, it was moved by Mr. Hunt, seconded by Mr. Hawkins, That the accounts of John Thurlow and William Christilow be paid, as the money was granted last Session, and six pounds, Sudden Breach, be paid to John Trebble.—Carried. No. 22 was adopted.

49 On No. 23 being read, it was moved by Mr. Paul, seconded by Mr. Withers, That that part of the Finance Report relative to not granting the sum of Ten Pounds be not adopted, but that the money be granted—carried.

50 On No. 23 A being read, it was moved by Mr. Walker, seconded by Mr. Reid, That the deliverance of the Finance Report on No. 23 A be not adopted, but that the sum of Fifty pounds be granted, and the Township of Brant will give One hundred pounds towards the reconstruction of the Bridge on Saugeen River on Lot 29 on the Durham Road. Lost on a division by a majority of two.

Nos. 24, 25, 26 and 27 were adopted.

50 On No. 28 being read, it was moved by Mr. Girvin, seconded by Mr. Hawkins, That that part of the Report of the Finance Committee relative to a grant of Twenty-five pounds to open the Road between Ashfield and Wawanosh be not adopted, but that the said sum be granted upon the understanding, that if the Government commence the opening of said road within one year from this date, the Township of Wawanosh, will pay back to the Counties the above mentioned sum. Lost by a majority of ten.

Nos. 29, 34, 35, 36, 42 and 45 were adopted, when the Committee rose and the Warden resumed the Chair. The Report as amended was submitted and confirmed.

52 Communication from Mr. Flanagan was received and read, when it was

53 Moved by Mr. Cromar, seconded by Mr. Girvin, That as this Council has already decided upon Mr. Flanagan's communication, no further action need be taken in the matter.—Carried.

54 Report of the Road and Bridge Committee was received, read and referred to a Committee of the whole, Mr. Reid in the Chair. On the separate clauses of the Report being read, No. 1 was adopted.

55 On No. 2 being read, it was moved by Mr. Hays, seconded by Mr. Gibbons, That the County Surveyor be authorized to Plank, Paint and Screw up the Maitland Bridge in the best and cheapest manner he may deem advisable, making an efficient job. Carried.

Nos. 3 and 4 were adopted, when the Committee rose and the Warden resumed the Chair.

The Report as amended was confirmed and adopted.

56 Moved by Mr. Histor, seconded by Mr. McPherson, That instead of raising a sum of £1500 for the Gravel Road a sum £3000 be raised by direct taxation, £1500 of which shall be expended in the County of Bruce on a calculation based on Assessment. Lost on a division by a majority of six.

The Council adjourned to meet again in Goderich on Tuesday the eighteenth day of December next.

JOHN HOLMES, Warden, Huron and Bruce
D. H. RITCHIE, County Clerk.

# APPENDIX.

REPORT *Of the Railway Committee.*

MEMBERS:—Messrs. Gibbons, Hays, Reid, Woods and Cromar.

Your Committee having taken into consideration the statement made by the Warden with reference to leasing the road in perpetuity to a Company to be formed, begs leave to report that, under the embarrassing position in which the late Boards of Directors by evident mismanagement and palpable neglect left the affairs of the Company, we see no mode by which there is any reasonable hope of having the line constructed, save by that adopted at the last meeting of the Directors.

As we are now circumstanced, we have neither road nor security for the money advanced, and although the Shareholders should not ever receive one penny of the rent proposed to be reserved, yet taking this worst view of the matter, we cannot see that the interests of these Counties would suffer any additional injury to that already unhappily perpetrated, whilst by securing the construction of the road, we effect an immediate and permanent benefit more than adequate to the [illegible] paid by the Counties.

The Council concur with the views of the present Directory.

With reference to a Chancery suit entered into by Philips, VanBrocklin and others, against these Counties, we cannot avoid expressing our regret that vexatious litigation should have been resorted to, apparently as a cloak to cover the acts of the litigants. It will of course be necessary to defend the suit and protect the interests of the Counties. We would suggest that the Warden be requested to grant these expenses. All which is respectfully submitted.

[illegible]

Minutes County Council 1857

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that the ship was going eleven or [illegible] through the water. He said "Yes, she is going very fast." I then said "Are you not getting too close to the light; you had better put your helm starboard." He then said "Port your helm a little." As he was looking at the light he sang out "Hard a starboard. When he got the light about to point on the starboard quarter, he sang out "Steady!" She had gone about quite her own length "steady" when she struck. The light was perfectly visible when she struck, it was revolving as usual. Her bow struck on the rock; she ran up until she stopped. I was on the port side of the bridge when she struck. I lost my balance and could not get to the telegraph to stop the engines. She headed over to port. She remained hard and fast on the rock; her stern was in about five fathoms of water; it was high water when she struck; the tide was just beginning to ebb. As the flood began to make she heeled over on her starboard side, her bow remained upon the rock, and her stern was afloat in deep water. All the way coming up, after passing the Floating Light, I thought we were too far to the North, but I did not like to say anything about it to a pilot who understood his business. There was nothing to prevent the vessel from keeping her proper course. I never saw a clearer night, or one more favorable for navigating the River. After the accident the steamship's fore-foot was carried away, up to the 9 foot mark. We immediately got the passengers and luggage out. Everything has been done to get her off, but she before slipped off the rock; her stern is in nine fathoms of water, her bow is clear of the rock at high water, and she takes to the rock about the main-hold. The pilot was perfectly sober and attentive to his duties. I have come up the river frequently, and never kept so far to the North in passing the Light, but always kept about a mile or a mile and a half from it. The pilot never threw the lead but always steered by his eyes. I am quite positive that the Light revolved as usual. *Cross-examined by the defendant*:—I did not know how the ship was steering until she was about four miles from the light. At that time the light was abeam or point on the starboard bow, and the vessel was steering southwest half-west. It was about five miles off the light that the Captain, who was going below, said "Pilot, We are pretty nightly you are out of all danger; I will leave you now."

DEATH OF A DIVER.—An inquest was held on Saturday by Dr. Rosebrugh, on the body of Luke Brennan, the well known diver of this city. Brennan was a basket maker by trade, but had an extraordinary *penchant* for the water, and of late years was almost constantly engaged in diving. His feats in this line are well known, but the most remarkable was his raising a vessel in Toronto Bay, which divers from Buffalo with all the submarine armour at their command could not accomplish. Brennan dived as he always did, without any artificial appliances, and fastening chains round the vessels hull, rendered the raising an easy matter. Brennan was also employed by the Great Western Railway Company, on the occasion of the accident at the Desjardine's Canal Bridge, to dive in search of the bodies of the lost, and also of the parts of the submerged locomotive. His services there were important. He was in the habit of diving around our wharves to recover iron, rails, tools, &c., which had been lost, and frequently made from ten to twenty dollars per day in this occupation. He was unfortunately much addicted to drinking, and although he frequently dived while under the influence of liquor without any bad effect, yet he repeated the experiment once too often. On Friday night, as it was getting dusk, he went to the Desjardin's Canal, and jumped in with all his clothes on. The Bridge tender heard the splash, looked down, and when Brennan came up, a few words passed between them, but immediately afterwards the diver sank. The alarm being given, search was made and the body was found by grappling irons at about two o'clock on Saturday morning. Dr. Billings testified at the inquest that apoplexy or cramps had probably caused death, and that the use of spirituous liquors might have contributed to the result. A verdict in accordance with this testimony was returned.—*Spectator.*

DANGER FROM FIRE WORKS.—DEATH.—From the general and careless use of Fire-works on the 4th, the casualties to be recorded have become almost as numerous as from cannon explosion. Four persons were instantly killed on Boston Common by the bursting of a mortar used for firing off rockets, and in Chicago, a lady, Mrs. Sarah S. Smith, was struck dead by a rocket, which entered the centre of her forehead, and apparently exploded in the cavity of the skull, shattering her brains in all directions. The rocket entered a third story window, and the Press says:—The unfortunate woman had just entered the room to meet her husband who was to go to walk with her. Seeing him looking out from the window with two other persons, she stepped softly up to the group, just then the explosion took place and the rocket came hissing in on his errand of death. The first knowledge that Mr. Smith had that his wife was in the room, was seeing her when he turned lying ghastly and bleeding corpse upon the floor. The rocket was one of the largest class, and protruded from the wound. Of course death was instantaneous, and the wife and mother who had so gaily joined her husband not two minutes before, was a lifeless corpse. The casualty was caused by the careless exposure of fire works for sale in front of the store of Page & Co. Some smaller fire-works were accidently ignited, the front windows were broken, a large stock of rockets and Roman caddles took fire and the missiles took all conceivable directions of flight to the imminent peril of all lookers on. One of the rockets shot entirely through the windows of a hack containing four persons, just passing the store, fortunately injuring no one. During the day, Dr. Kimberly, while standing in the street, was knocked down by a rocket, and somewhat bruised, but not seriously.—*United States Paper.*

OPENING OF NAVIGATION BETWEEN LAKE ERIE AND THE GREAT HYDRAULIC CANAL.—NIAGARA FALLS, Saturday, July 4, 1857.—The opening of navigation between Lake Erie and the Great Hydraulic Canal at Niagara Falls took place to-day. Three steamers navigate the newly discovered harbor. A great crowd of people from the neighboring towns have collected, here to witness the celebration. At 11 A. M. the steamer *Signet*, John Taylor, Captain, and having on board the Hon. S. M. Allen, President of the Niagara Water Works Company, with the steamers *Swallow*, Capt. Smith, and the *Alvinzer*, Capt. John Chrustrau, came down the river crowded with people, and among them were the Hon. Lewis E. Allen, of Black Rock, the Hon. G. W. Hally, of Niagara Falls, and several of the officers of the Niagara Falls Water-power Company. They were received by the immense concourse of people present with loud huzzas and roaring of cannon. It is a proud day for Niagara Falls, for it has been practically demonstrated that Niagara River is navigable for steamers from the city of Buffalo to the village of Niagara Falls.

PERPETUAL MOTION DISCOVERED.—The Editor of the *Detroit Advertiser*, of the 6th inst., says: We have been shown by Mr Louis Korn a fly, an invention claiming to be a perpetual mover, or at least, a step nearer than has ever been attained. It consists of a clock so constructed that when one weight runs down, it will be wound by the other. The inventors, Messrs. Albert Sang, & Co., speak of it in their advertisement as follows: "To convince the public of the utility of this most wonderful, although simple, mechanism, we attached a clock to it, which if left in a room or any suitable place, it will drive for an unlimited space of time, so that a man may leave his home and make a journey across the length and breadth of the world, or even if it pleases him, around it, his clock would go always without winding." The instrument is now on exhibition, on Woodward Avenue, nearly opposite the Post Office. We advise the curious in such matters to call and examine it.

THE CROPS IN LOWER CANADA.—The Montreal *Pays* says the accounts it has received from the country agree in stating that the present condition of the crops gives the best hopes of the coming harvest. The late rain has done incalculable good. It is also stated that the quantity of land under grain has been unusually great. The hay, however, it appears, will hardly be an average crop, owing to the long continued cold and dryness of the late spring.

☞ A man in Cincinnati sued his wife for locking him out of doors. He alleges loss of health, and claims damages therefor. The Justice after due deliberation dismissed the case.

☞ A lady (?) was charged with being drunk and disorderly. She plead not guilty, inasmuch as she was 'too drunk to be disorderly.'

☞ The population of Minnesota is believed to come fully up to 200,000.

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Quebec Chronicle, July 16.)

to these remarks we publish the on before the Trinity Board, on t, at the hearing of the complaint Leon Roy, the pilot under whose ail steamship *Canadian* was when ore on the Avignon shoal. The of the testimony, and the authentic hich it comes before us, will enamore than perhaps any other state s clearing up false ideas on the e accident, which some have attorn to the disadvantage of the St. oute. Now that the facts are fair ed, the public will be enabled, by sted sense, to discover that the lay with the pilot, and that it was any defect in the vessel, any want e or skillfulness in her officers. ger of the route that the accided. The pilot seems to have a most unaccountable manner, ity Board, by prohibiting his ex calling for which he has shown ult, has properly punished his stupitrived of his branch, he will no ger the safety of any vessel, and will afford an example to others sion which cannot but be attendtary results. The Canadian Line amers should not suffer in reputa ch casualty, nor the St. Lawrence capacity of one whose error is to be repeated. The loss of the was great; we should be the more could but show, as we do now, that e of these casualties which attend enterprises, and the recurrence of be somewhat guarded against, by Board, exacting the highest qualifi s those who desire to be licensed this river, now navigated by steam sailing vessels of the largest ton-

Ballantine, Master of the steamship being duly sworn on the Holy Evangeseth and saith:—I am master of en. On the afternoon of the 31st k a pilot out of a schooner abreast Island; it is the person who is deis cause. On arriving abreast of ked to the pilot that we were ic, and gave him charge of the ing unusual occurred during the ation of his professional character. best of my knowledge, he appeared t was desirable. After stopping ty Pots, to land the telegraph, I d if he should want to steer the e ship's compass, to tell the officer ngs what course he wanted to the night get an accurate course. ry well," and I think he remarked uld not need to steer by the com cclear. We proceeded on, and Traverse Light Ship a few minutes ight. After passing the Traverse, dict I was going to lie down, that I eepy and very wearied, having st of four days and nights out of d "all right." At the time this we must have been fully half way Light-Ship and the Pillar Light, remark before going below that she mewhere about the buoy off St he pilot said she must be above that er this conversation with the pilot, second officer his orders, and then e. It was at that time cloudless; ut. I lay down without undressing, arted up in some ten minutes, not ten quite asleep, by the ship striking On springing out and giving a look w the ship was on the Avignon; it called the South rock on Captain chart. I said "Pilot, what have ?" He answered "I made a very ake." I then went down into the m, to acquaint the engineer with the atters, came on deck, and told the If he would show me one cloud in s large as my cap, I would forgive as about one or a quarter past one saw the Pillar Light; it seemed to d; I did not look to see if it was rec not, but I knew it was a revolving I should have remarked it if it had nary. I had seen the light that bout twenty miles off. At that time till this morning, I never heard the rk anything about the light not hav ed at the time of the accident, or be urred.—The immediate consequence el being run ashore was considerable to the ship, and, though every exbeen used to get her off, or float been impossible to do so. She is about two thirds in deep water, and partially resting against the rock. I ount in any other way for the acct from criminal negligence or defect the part of the pilot. The letter dated the 18th June, 1857, is signed d is the complaint I made to the aster of this accident. I arrived in , for the first time after the accident 17th of the same month. The pilot tly sober and attentive to his duties. order the lead to be thrown, at any will also state that the pilot did not e compass, and I think that the as so fine that he did not require to

Dutton, second officer of the steamship, being duly sworn on the Holy s, deposeth and saith:—I was the on board the *Canadian* on her from Liverpool to Quebec. I know and Jean Leon Roy; he was the was in charge of the vessel, and he ard at Bic. It was the first of June me on deck at twelve o'clock at we were passing the Light Ship. er was clear and calm, and all the out. At about ten minutes past 1 struck on a rock right abreast of the hip, to the south of that light,—about of a mile from the light; the light ly visible when I came on deck. was going about eleven and a half hour. When about four miles from called the attention of the pilot to vessel was steering Southwest half. asked the pilot what distance the from the light; he said, two cables The pilot asked how the ship's head swered, Southwest, half west. The e about Southwest by West-half west; the ship continued that course about two miles The light was visible all the time, but being revolving, darkened at intervals; the light appeared to revolve regularly. The pilot sang out "Starboard a little," then I think we did starboard a quarter of a point. When her prow had been moved about a quarter of a point, he called out "Steady." She was going on at that rate when I told him we were going on pretty well up to the light. I told him

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Surgeon, Accoucheur, &c., at Knox's Hotel, Hurpurhey. 10-17

**Stratford Iron Foundry.**

THE Subscriber continues to manufacture all descriptions of CASTINGS in general use, at low rates and on reasonable terms.

He is building this season a large number of THRESHING MACHINES and SEPARATORS which for Workmanship, material and Capability cannot be surpassed. A. B. ORR

Stratford, July 22, 1855. 8-

New Block, next door to the Bank of Montreal, at a very small advance on the Cost.

Their Goods are all marked in plain figures, and THE ONE PRICE SYSTEM WILL BE STRICTLY ADHERED TO.

As this is the only Establishment in Goderich, where the Cash and One Price System has been adopted, they will be enabled to sell Goods at a smaller profit than they could have done had they commenced on the Credit System.

TWOMEY & BLACK,

Goderich, 8th June, 1857. 19-1

MESSRS. SMITH & McGREGOR would respectfully announce to the inhabitants of Goderich and its vicinity, that they have commenced business in the premises lately occupied by Mr Joseph J Wright, as Telegraph Saloon, on Kingston Street. Parties favouring them with a call may depend on their orders being promptly attended to—warranted to suit, and made up in New York or Parisian STYLE. Cutting and Repairing done on the shortest notice.

SMITH & McGREGOR.

Goderich, 22nd January, 1857 51

☞ In the premises on West Street, adjoining Mr. McMahon's, are now ready to execute with neatness and despatch all kinds of PLAIN AND ORNAMENTAL

PAINTING, GRAINING, GLAZING, AND

**Paper-Hanging,**

Which, from their past experience, they flatter themselves to be able to execute to the satisfaction of their employers.

☞ Ceilings Whitened and Walls Colored or Decorated.

Goderich, West Street, April 9, 1857. n24tf

have most cruelly and wickedly maimed and destroyed, by breaking the legs, cutting off the tails and ears, and killing by blows on the head, &c., the sheep, cattle and other live Stock of the Subscriber.

The above Reward will be paid to any person or persons giving such information as shall lead to the conviction of the offender or offenders.

HENRY MORLEY.

Goderich Township, July 14, 1857. n24 3t


the savage ruffian grasped my hair in his hand, and twice did the keen blade pass around my head severing the flesh to the very bone, till I almost screamed in my intense agony. That, boy, is what made the scar you see.

Then the tall Indian bent over me, that he might, as is invariably the custom, seize with his teeth my scalp to pull it off. But the time he thus employed, had not been unimproved by me, for slowly reaching for my knife, I grasped for its hilt, and at this moment with