

proud to beg for Boston born children, and not having sufficient "slop work" to meet the pressing wants of a severe winter, resolved to buffet the chilly midnight blast and steal for them. Accordingly, after wrapping them in a few garments, she left her loved ones at home and sallied forth. She passed through several wealth-crowded streets where the merriment which flows from the wine cup seemed rife, and from whose splendid parlors the rich glare of costly chandeliers gleamed forth as if to defy the darkness of the night, and walked until she reached the spot where she was found, fortunately by one who knew she was an honest woman, and the widow of a Boston Merchant.

The secret of her present condition may be all summed up in a few words. After acquiring between two and three thousand dollars, her husband ventured, like too many, to indulge in what he termed "a harmless glass of wine;" he soon became dissipated, and died a drunkard!—leaving his wife destitute. The family is now doing well. Reader, this is but one of the many similar facts which exist in moral Boston. Is it a hard matter to conceive what preventive to the ruin of this family was most needed? We think not.—(Hunt's Merchants' Magazine.)

THRILLING ANECDOTE.—Rev. Dr. Dill, one of the Delegation from the Presbyterians of Ireland to this country, relates the following facts, which set forth in a strong light the bitter persecutions to which converts from Romanism are exposed, by the fury and the insolence of the priests. A girl of about 20 years of age renounced Romanism; and being steadfast, she was, by order of the priest, turned out of her father's house. A protestant neighbour took her in. The priest, being disconcerted by her good fortune, advised her parents to take her into their house again, and try by very kind and conciliatory means to win her back to the Church. But she was still steadfast: and at length the priest required her parents to send her to America to her brother, whom he knew to be exceedingly bigoted, and exceedingly fierce and violent in his temper and conduct. He had been the terror of the neighbourhood in Ireland. The priest said he would cure her of her Protestantism. Accordingly, with a heart almost broken, she was dismissed, unattended and friendless, to go on shipboard to sail for a distant and strange land. When she arrived she went directly to her brother, resolved that before receiving his protection, she would disclose her conversion, and declare her adherence. As soon as the first warm salutations were over, with a palpitating heart she addressed herself to the task of telling her brother that she was a Protestant, expecting to be instantly turned out of doors. Her words were brief; for the brother suddenly lifted his hands, and covered his face for a moment, while she stood trembling in expectation of a terrible blow; when suddenly he fell upon her neck and said, "Mary, it is but three weeks since I too have renounced Roman Catholicism, and have found peace in coming directly to our Lord Jesus Christ"—*Christian Alliance and Family Visitor*

UNITED STATES.

(From the N. Y. Journal of Commerce.)
TRANSATLANTIC TELEGRAPH.

The subject of a Transatlantic Telegraph, connecting this Continent with Europe, has long occupied the attention of thinking minds. However great the magnitude of this project, it is nevertheless simple and not very difficult to execute. One million and three hundred thousand dollars are wanted to carry out this project. My experience in the construction of wire cable, suspension bridges, and aqueducts, and in the manufacture of wire ropes, has made me familiar with the nature of this material, and with many other data, upon which the success of the enterprise will depend.

Two essentially different plans have already been submitted to the public. One proposes to establish a *Floating Telegraph*, by suspending a wire by *Floats and Buoys* at a certain depth below the surface of the ocean, but granting the practicability of its execution, its permanency would appear more than doubtful. No plan which proposes to suspend a line above the bottom of the ocean, which contemplates stations in the ocean, and which relies on *Floats and Buoys*, can seriously claim our attention.

The other idea is to sink a strong wire upon the bottom of the ocean.

My plan proposes to lay down a Sub-Marine Telegraphic *Wire Rope*, commencing either at New York or Boston, and terminating at Land's End, the most western point of England.

It is proposed to lay down a wire rope, composed of 20 strands of No. 13 or 14 wire, perfectly separated from each other and isolated, so that they will form 20 different and distinct transmitting wires, by which 20 machines can be operated at each end, and 20 messages dispatched at one time.

A transatlantic line, composed of but one wire, would prove but a bad investment, since a sufficient number of messages could not be transmitted, to make it the grand highway of intelligence, which in a great measure is to supersede the present modes of communication. Considering the rapidly increasing intercourse between the two Continents, it will certainly not appear an exaggeration, when I intimate the number of messages at 500 daily each way, which at an average charge of \$1 would yield a revenue of \$1000 daily, or say \$320,000 a year, near 25 per cent on the investment.

It is not proposed to twist the wires, but to lay them parallel to each other, similar to the mode practised in the construction of wire suspension cables. It is important that the wires should be laid with a perfectly uniform tension, so as to produce the greatest amount of material. The rope is to be manufactured ashore in pieces of several tons weight, afterwards to be united on board of the steamer, chartered for the service. The following process is proposed for the perfect insulation of the wires, and

their preservation against salt water. They are first to be well coated with a solution of Gutta Percha, several times repeated; then spun over with a coat of cotton, which again is to be saturated with a solution of Gutta Percha. In this state the 20 wires, stretched along a walk, are united, while exposed to a uniform tension into a round rope, and this again is to be covered by a close and continuous wrapping made of Gutta Percha twine, laid on by machinery. The wrapping which will increase the diameter of the rope to about three quarters of an inch, is again to be coated with a solution of Gutta Percha. While running the rope from the steamer into the sea, it will be passed through tar, which will form a very durable and protective coat on the outside.

With proper care, the above process will not only insure a perfect insulation of the several wires, but also a perfect preservation of the whole rope against the action of the sea water. The outside wrapping should be laid on with considerable force, so that the enormous pressure of the water, which at a depth of 10,000 feet amounts to 4000 lbs. for every superficial inch, cannot force itself inside of the rope, which would be the case, if wrapped loose. Thus prepared and sunk upon the bottom of the ocean, it is difficult to assign a limit to its duration. The weight of one mile of rope, manufactured in the manner described, will be one gross ton; its cost on board of the steamer I estimate at \$250. This would make \$875,000 for 3500 miles; the whole distance from New York to England, via Boston and Newfoundland, with allowances. The cost of chartering, equipping for the service, and running two steamers one trip, including the erection of station houses at the landing, telegraph machines, &c., &c., ready for operation, I estimate at \$425,000, which will swell the total cost of this most magnificent enterprise to \$1,300,000.

No. 14 wire, made of iron carefully manufactured, out of rich pipe ore, by the old Pennsylvania charcoal process, and particular care being taken in manufacture of the bloom, so that when the bar is hammered down to a size of one and one-eighth inch square, the fracture should exhibit a perfectly uniform fine grained granular appearance; free from all fibre, when drawn through a good plate, will bear 660 lbs., as I have ascertained by numerous experiments. If the greater cost of steel wire did not forbid its use, its superior strength and conducting power would give it the preference over iron wire. A No. 14 iron wire which measures 50 feet per lb., and breaks with a weight of 660 lbs., will support 33,000 feet of its own length, vertically, and freely suspended in the air. The specific gravity of salt water will reduce the tension of the wire a little over one-seventh, but owing to the increased bulk of the rope, and the lighter weight of the materials surrounding the wire, this reduction will be still further reduced to one-fifth, so that in the ocean the same rope will sustain 40,000 feet of its own length, vertically suspended through the water. There is, however, no probability that the depth of the Northern Atlantic anywhere approaches 20,000 feet; it will be found far within the safe limits of the strength of good wire. The machinery on board of the steamer which plies off the rope, is to be so constructed, that the speed of the latter will be under perfect control. Its usual speed will have to correspond with that of the steamer, so that no more, or a very little more rope is passed off than is required to cover the distance run. If the rope runs out faster, it will accumulate on the bottom and cause unnecessary waste.—Where the depth of the water is very great, the rope should descend as near a plumb line as the progressive motion of the steamer will permit, in order that the deflection of its curve may as much as possible be increased and its tension thereby decreased. As the tension varies with the depth of water and deflection of the rope, and influences its speed accordingly, the action of the machinery should be controlled by breaks. It is also important to provide means for recovering the rope in any depth, if by any unforeseen accident it should break while descending.

It is very important that the last few miles of rope on approaching the coast, should be out of the reach of anchorage. I should prefer a steep bluff coast with deep water, where no anchor can be cast. The rope once landed, would, if protected against the washing of the sea, be out of harm's reach. This additional protection should extend to some distance off the shore, and to a depth where the bottom of the ocean is never disturbed by commotion on the surface. The dislocation of the rope, by the wash of the sea may be prevented by securing it upon the bottom by iron weights, or chain cables. The dragging of a ship's anchor across the line of the rope, would, of course, prove fatal, and would either break or seriously injure it. In such cases the damaged rope must be taken up, and a new piece spliced in. But it will be advisable to take the exact courses and distances of the line, by accurate instrumental observations on board of the steamer, as well as from several fixed points on shore, and for a sufficient distance out into the sea, where the safety of the rope is rendered certain by the increased depth of the water.

In conclusion I would suggest to memorialize Congress praying for a survey, to be conducted at the public expense, by competent officers, whose duty it should be, to take soundings at regular intervals, so as to obtain a correct profile of the Atlantic; to ascertain the temperature at different depths, and to get all possible knowledge of the nature of the bottom, currents, &c., &c.

JOHN A. ROEBING.

CALIFORNIA VESSEL BURNT.—Brig Lincoln, Captain Averill, which left Boston Jan. 29th, for San Francisco, (and was reported through Telegraph burnt, with incorrect date) was struck by lightning at half past ten o'clock evening of March 2d, in latitude 3.20 N., longitude 24.30 W., and set on fire, and continued to burn, notwithstanding the utmost exertions of the crew to arrest the progress of the conflagration. On the fifth of March the crew consisting of 11, and 2 passengers, all on board, were taken off by the Danish ship Maria Christina, Capt. Voss, from Rio Janeiro for Altona, and landed at Portland, Eng-

land, April 5th. Capt. Averill speaks in the highest terms of the kindness shown to himself, passengers and crew, while on board the Maria Christina.—*Boston Advertiser.*

THE GRINNELL EXPEDITION.—Notwithstanding the gross opposition of Mr. Savage, and the very differently grounded and sensible objections of Mr. Bayly, of Virginia, the House of Representatives has finally acceded to the grant of aid from Congress, for the search after Sir John Franklin. Seamen of the American Navy will be employed, and supplies furnished from the Dock Yard—in fact the term used relative to the vessels is, "accept in attach to the Navy," from which, we presume, it may be inferred that Mr. Grinnell presents the vessels, and that the Government, sends them out. It is, however, difficult to ascertain precisely the state of the case. The Senate, led on by Mr. Clay, has also sanctioned this step, notwithstanding a strenuous opposition. The vote in the Senate on Wednesday was 16 to 28. Every effort at the relief of the missing is to be hailed with satisfaction.—*N. Y. Albon.*

COMMUNICATIONS.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—It has suited the purposes of some persons who depend for their support and maintenance on speech making and scribbling for the public, to assume that for many years past there has existed in this Province what they have termed the "*Tory Party*." By other appellations this imaginary portion of the community has as caprice or the turn of the game suggested, been designated. By turns the new fledged reformer, and the pallid, world-scorned victim of a lust for ephemeral fame have spoken eloquently, indignantly and unsparingly of the Conservative party—of the family compact, of an hereditary herd of officials—of a wealthy, haughty, tyrannical and bigotted class of aristocratic men, living within a pale beyond which they have no sympathy—naught in common.

It would be a great evil to this country if such a body existed in it, but it surely is a greater evil if there be none such among us, and nevertheless thousands of individuals in the Province daily think and act upon the belief of its real presence! This phantom party—this "ghostly enemy" of popular rights, where lives it? I ask not the starving Editor—the heartless agitator, or the men who make Legislation an ignominious game; I put the question to those who believe with myself, that it is the wisest and noblest dictate of our human mind which leads us to seek, and bids us tell the truth.

Your's, &c.,

QUERIST.

Woodstock, May 10th, 1850.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—Among the many improprieties committed by those holding the reins of Government in this Province, there is one which is, in my opinion, by no means the least; I mean the withholding of the *Royal Gazette* from the Magistrates. This is not only a serious injury to the Justices of the Peace themselves, but to the country at large; for as the Acts of Assembly do not come till a number of months after the House has arisen, people must remain in the dark a good part of the time about what is law and what is not. If a new road law has been enacted, the Commissioner or Surveyor, if he is a hundred miles from the Shire Town, must go there to ascertain from the Clerk of the Peace what that law is; and in this county he may go ten times and not find his honour in his office once. Just so with School teachers, and all others who may have occasion to inquire. But it may be said that the magistrates can have the *Gazette* by paying for it. Very true, but many of them, and I might say the majority, are men in circumstances that will not admit of this expense, which is certainly most enormous, for while we can have more than double the amount of reading which there is in the *Gazette* in any other of the journals for two dollars, we must pay four for the *Gazette*. But this is only on a par with the other Government expenses of this Province—such as eight pounds for transplanting a tree which a man might do in an hour or two. If our honourable gentlemen who handle the public purse were at all frugal in other respects, there might be some apology for this niggardly piece of business; but while there is the most lavish waste of the Provincial funds in most respects, the sum of two hundred pounds is withheld where it is indispensably necessary. As I observed, the magistrates are many of them men of small property, so likewise the remuneration for their official services are exceedingly small, hardly enough to pay them for fuel and stationery. As I purpose to advert to this subject again, D. V., I shall not be too prolix at present, so I shall close by subscribing myself your humble servant.

A FREEHOLDER.

Brighton, 8th April, 1850.

[FOR THE CARLETON SENTINEL.]

MR. EDITOR.—Have you had the good fortune to see the precious document (styled a circular) now going the rounds in this County? If you have not, I would advise you to procure a copy without delay; from it you will learn more of the ignorance and deception to be met with in human nature, than from anything I could name beside. It is said to have originated among a parcel of Yankees congregated at Studholm, King's County, and to be an electioneering epistle; be this as it may, if first appeared in the St. John Freeman, whether its authors thought this the most fitting channel through which to introduce it into notice or not, I cannot tell, but this much I do know, that they do not understand the pure principles of Religion, or the foundation on which that society (they so cunningly assail) is based. I have something to say to those interesting themselves in this matter in our immediate neighbourhood, but time will not permit at present, you shall hear from me again.

Yours in haste,

Woodstock, May 14th, 1850.

CARLETON.