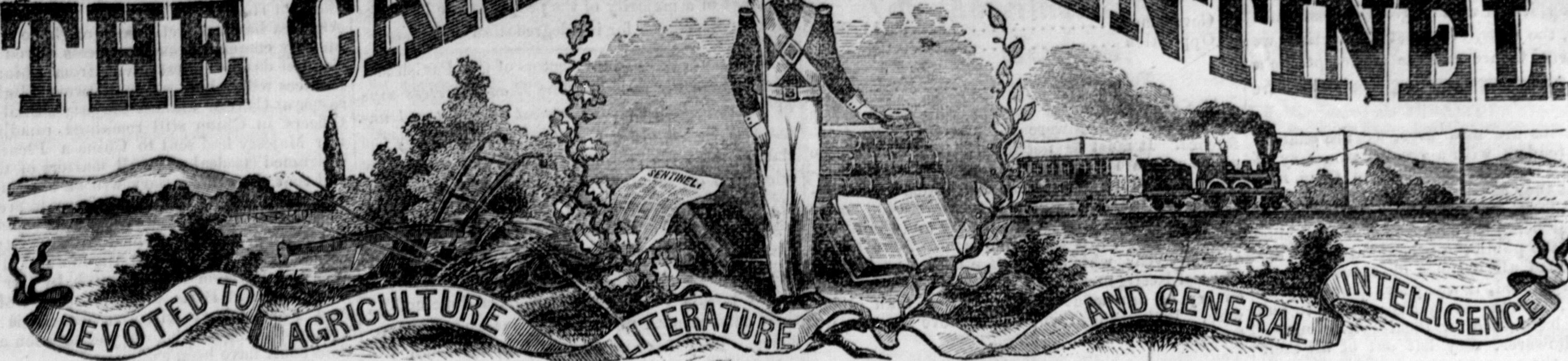


# THE CARLETON SENTINEL.



SAMUEL WATTS, Editor.]

"Our Queen and Constitution."

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## General News.

### THE STEAMSHIP GREAT EASTERN.

The steamship now building at the dock-yard of Scott, Russell, & Co., at Millwall, on the Thames, England, will be the largest vessel ever constructed, and will afford another example of the progress the English are making in steam navigation, while we are idle.

Figures convey but a faint idea of the immensity of this mammoth ship. Those who have seen the Niagara may realize her bulk when we say that she is twice as long, and nearly five times the tonnage of that giant of the navy. Four times up and down her deck will make a mile's walk. Seen aloft she will resemble a village adrift, with pipes and masts by way of trees.

She is built wholly of iron plates. Each plate was separately designed by the builder, Mr. Brunel, as there are but a few amidships, out of the whole ten thousand, which resemble each other in shape. He made an exact pattern in wood of each; steam shears cut plates of iron to match, a steam roller curved them to suit, and a steam punch punched holes for the bolts. These were applied at a white heat, and riveted close; the contraction which occurred when they cooled drew the plates together with irresistible force. She is built in sixteen water-tight compartments; ten walls of iron, at a distance of sixty feet from each other, divide her transversely; and a longitudinal wall bisects her for about half her length. Thus, were she, by any possible mishap, to run upon a rock, or to be shattered by storm, she might dissolve into a dozen or more perfectly seaworthy craft.

One wonders what possible propelling power can be brought to bear on so vast a mass. Mr. Brunel has determined not to trust to one, but to combine paddle-wheels, screw, and sails. The Great Eastern has two wheels, 56 feet in diameter, driven by four engines with a nominal power of 1000 horses, with cylinders six feet two inches in diameter, and stroke of 14 feet. She has a screw of 21 feet diameter, moved by engines equal in power to 1600 horses. The fans of this screw are so gigantic that a spectator said he could compare them to nothing but the blade bones of some huge animal of the pre-Adamite world. And finally she has seven masts, two of which are square rigged; on the seven she can spread 6500 square yards of canvas. The British engineers and ship-builders calculate that her screw and paddle-wheels will drive her through the water at the rate of 16 knots or say 19 miles per hour; so that except with a very strong breeze from the right quarter, she will not gain any thing by hoisting sail.

But the most wonderful part of this very wonderful vessel will be her arrangements for the carriage of passengers. They dwarf our largest river and lake craft into ridiculous insignificance. For passenger purposes she will be divided into three sections: the centre of the vessel will be appropriated to first-class passengers; the after part to second class; the forward compartments to storage passengers. The choice berths have been selected amid-ship, because it is believed that there will be no motion of any kind felt there; thus the most susceptible person will be able to perform a month's voyage in the first cabin of the Great Eastern without an hour's sea-sickness. As she is built for the Australian trade, and will cross the tropics, care has been taken not to crowd the berths; yet she is calculated to carry 800 first class, 2000 second class, and 1200 third class passengers. In case of need the builders say that she could accommodate 10,000 troops, besides the crew of 400 men.

Each of these classes will be as separate and distinct as if they were on board different vessels. Each department will have its own saloons for feeding, reading room, gallery, and bar; to communicate with passengers fore or aft, the first-class people will have to climb the hatchway to the main deck.

The rates of passage fixed by the company illustrate the practical effect of this new plan of ship-building. The voyage to Australia will, it is calculated, take from thirty-three to thirty-six days; for the fare will be for first-class passengers \$325, for second class \$175, for third class \$125; in other words \$10 per day for first class, and \$4 for steerage passengers, including provisions.

Nothing demonstrates the aptitude of the English to avail themselves of the progress of science better than the application of the late discoveries and inventions to the working of this ship. She is to be lighted throughout with gas, made on board;

and on dark nights, the electric light, on the main-top, will shed a spurious moonlight upon deck. To save labor, the anchor will be weighed, and the sails hoisted by steam; in case of accident, the same steam power can be applied to the pumps. Finally, a system of electric telegraphs will enable the captain standing amid-ship to communicate instantaneously, in any weather, with the man at the helm, the engineer, and the look-out man forward. Modern science will indeed be epitomized and exhausted in this admirable vessel.

In order to provide against any possible accident, she is provided with two fine steamers in guise of paddle-box boats, each ninety feet long, and a large number of patent bellows life-boats. In these, should some unforeseen casualty destroy all the compartments, the whole complement of the passengers and crew can be rescued.

We trust these hasty memoranda may enable our readers to realize the great stride which steam navigation has taken in the construction of the Great Eastern. Doubtless she inaugurates a new era in ship-building. The main principle which dictated her construction was the expense of navigating steamers from England to Australia and the East Indies, when the coal for the return voyage had to be sent to meet them in sailing vessels. The mammoth ships will carry, besides passengers and 5000 tons freight, coal enough for the round voyage. The saving in this item alone will constitute a handsome dividend on the investment.

It is an established commercial maxim that cost diminishes in proportion to increase of consumption. A vessel which carries one thousand passengers can carry them at a far less price, in proportion to her cost, than a vessel which only carries one hundred; and the price is still further diminished when the capacity of the vessel is fifty thousand passengers. The Great Eastern draws too much water to enter the harbor of New York; but we have no doubt mammoth vessels will be built, of suitable draft, for the New York and Liverpool trade; and when they are, the rates of passage will fall. If the Persia can carry passengers for \$120 a vessel of 20,000 tons could carry them for \$50.

We have briefly alluded to the superiority of the Great Eastern over smaller craft in respect of convenience. From the observations of Dr. Scoresby on the height and length of sea waves, it is reckoned that, except in very severe storms, the Great Eastern will not be swayed by the motions of the sea—will neither pitch nor roll. In average weather, when ordinary vessels toss about in the fashion so unpleasantly familiar to landmen, she will be as steady as a wharf, and passengers may go from England to Australia in her without an hour's sea-sickness. To nautical men, this may seem a trifle; but we feel satisfied it will be esteemed no slender boon by the bulk of the traveling public.

The time will come—we trust it is not far distant—when the great passenger business between this country and Europe will be performed by vessels resembling floating cities, with all the conveniences of our best hotels; without any of the standard nautical inconveniences, such as sea-sickness and unpleasant confinement; with libraries, reading-rooms, gas, drawing-rooms, suites of apartments, &c., &c.; the whole for a fraction of the sum which is now paid for a very comfortable voyage indeed.

A few weeks hence we shall have an opportunity of seeing the monster of the seas in the iron. Her trial trip will be made to Portland, Maine, no other harbor in the United States being capable of receiving her. She is to be launched in August, and may be expected at Portland some time in September. Half the United States will, of course flock to see her; they will not forget, we trust, in the pleasure of beholding so wonderful a work of science the honor that is due to her builder—the immortal Brunel.—Harper's Weekly.

WAR ORDERS OF THE EMPEROR OF CHINA TO YEH. The following despatch, addressed to the Viceroy of Canton by the Chief of the Council of the Emperor of China, has been received in Paris from Macao:—

"Yeh!—I have serious news to announce to you. We have read with attention the account you have given us of the attack by the English barbarians. The Nuij Ko were unanimous in their indignation, and we determined that the Emperor should be informed of it, notwithstanding the pain it occasions his magnanimous heart; and these are the commands of his mighty will:—

"Yeh!—You are to carry on a war of extermination against the foreign barbarians who have attacked you. They must receive from you an ex-

emplary chastisement. But after the vengeance shall have been deemed sufficient by you, and if they manifest sincere repentance for what they have done, the Emperor, our magnanimous sovereign, who is inundated with floods of light, consents that hostilities should cease, and that commercial affairs should be resumed with these foreigners as they existed previous to their breach of faith.

"Yeh!—You will take heed, and you will communicate the proceedings to the Mandarines placed under your orders.

"PEKIN, the 10th day of the second moon."

NEW YORK, May 4.—The Burdell murder trial commenced to-day before the Court of Oyer and Terminer. A large concourse was present. Mrs. Cunningham was present with her two daughters, all dressed in deep mourning, but looking very cheerful. Eckel was also present. The whole day has been spent chiefly in getting a jury. One hundred and fifty jurors were fined for non appearance.—Mrs. C's counsel waived the reading of the indictment, her counsel pleading not guilty, and demanding a trial of the indictment.

WASHINGTON, May 2.—(New York Herald Correspondence.) Highly important despatches were received to-day at the State Department, brought by the Africa. Gen. Cass has just received a communication from Mr. Dallas announcing that the British Government has rejected the Dallas-Clarendon Treaty. This rejection has not been accompanied, as yet, by any explanation of an extensive character, but by the next steamer it is expected that a full statement of the views of the British Government will be forwarded by Mr. Dallas. The British Minister, Lord Napier, has also received the same intelligence. There is a great deal of excitement at the White House and the State Department at this unexpected announcement.

The merchants and business men of this city are taking up a subscription of \$10,000, which will be paid to any person or persons ascertaining the cause of the poisoning cases at the National Hotel. The developments that have recently come to light have caused much excitement here.

GEN. WALKER AND NICARAGUA.—And so the Man of Destiny—he with his blue-gray eyes—has fallen at last. He has met the fate that ever follows ambition unguided by principle. If he lives he must be made of stone if he can look with complacency upon the evil he has done in the world. Five thousand men's bones bleaching in the sun of Nicaragua—hearts broken, and hearts desolate everywhere that he might tyrannise over his fellow-mortals in wielding the sceptre of a down-trodden nation, must be sorry subjects of contemplation to him when he shall look inwardly, and be alone with only his own conscience for company.

And the rich plantations—haciendas—block of houses on Granada, Leon and Rivas—all gone!—Pierre Soule's fifty-thousand estate, on which he was to introduce Louisiana negroes, and his code of laws for Nicaragua, for which he has been to work so industriously upon for the past year—Randolph's Transit Charter—and Bennett's new Indian Empire—all gone to pot! And the Utopia of American invention, a Government on a military basis!

LORD NAPIER AT THE ST. GEORGE'S DINNER IN NEW YORK.—Gentlemen, since my arrival I have sometimes observed an impression in the United States that the development of this country is regarded with jealousy in England. This, gentlemen, is an erroneous opinion. You will bear me out in affirming that the last vestiges of former prejudices, caused by the animosities of the two unhappy wars, are being very speedily extinguished. The peaceful and legitimate expansion of the United States is a matter of satisfaction and pride to every reasonable Englishman. That expansion affords the best resort and relief to our superabundant population—it forms the best market for our increasing industry—it is the triumph of our labor and our arts, of our language, our religion, and our blood. No thoughtful Englishman can contemplate this unparalleled spectacle of pre-eminence without emotions of thankfulness and exultation—no thoughtful foreigner can regard it without a sigh, because Providence has not reserved the prospective empire of the world for his own tongue and his own race. Gentlemen, these sentiments of sympathy and good will to which I give feeble utterance, are, believe me, not rare or partial in our country, nor do I derive them from obscure authority.

MR. LANDRY'S SPEECH ON DECLARATION DAY.—The Westmorland Times gives the following report of the speech of Mr. Landry, one of the defeated Government candidates for Westmorland:

"Mr. Landry said it was 11 years since he had been returned, and although now beaten had nobody to blame, and had no hard feelings to any one. Mr. L. turned to each of the members individually and said, 'I have seen you beaten, and you beaten, &c., (laughter.) and now Landry is beaten and he don't complain, when I was there always did the best I could, but could not put down 40 men, you are now got smart men, and hope we are all satisfied, and so is Landry.'"

MELANCHOLY ACCIDENT.—On Saturday last about one o'clock, p. m. a false alarm of fire was given, and the Engine turned out; as they were returning, we regret to add, a most melancholy and fatal accident occurred, a fine little boy named Michael Healy, second son of Mr. Thomas Healy, had hold of the main ropes of Torrent Engine, tripped and fell before the wheels which passed over his body and throat, crushing him in a shocking manner, and killing him almost instantly. He was taken to his home, (which he had left but a few minutes before in the full enjoyment of health) a mangled corpse; and the feelings of his parents may be conceived, but cannot be described; a more heart-rending scene we never witnessed. The poor little boy was but nine and a half years of age, and was universally liked by all that knew him for his amiable disposition and manly bearing; and his parents and family have the sympathies of the community in their sudden bereavement.—St. Andrews Standard.

A week or two since we noticed in our paper that Mr. Frank Wills, architect of the Cathedral at Fredericton, had been selected to fill the same office on the new parish Church at Montreal. We regret to learn by late Montreal papers that Mr. Wills died in that city on the 23rd ult. In his profession, on this continent, Mr. W., had no equal, and by his death science and architecture have sustained an irreparable loss.—Western Recorder.

### NOVA SCOTIA.

The Legislature was closed on Friday the 1st May, by His Excellency Sir Gaspard Le Marchant with the usual formalities.

MURDER NEAR WINDSOR.—A horrible murder was committed six miles this side of Windsor about half past nine o'clock last Tuesday evening. A Navy had been drinking in a house occupied by Mrs. Gallagher in the early part of the evening, and on leaving for his own shanty he missed ten pounds. He returned to recover his money. A quarrel ensued between him and a man who lived with Mrs. Gallagher, which ended in his being murdered.—The fatal blow was inflicted with an axe, and death must have been instantaneous—the man's head being broken in the most shocking manner. Mrs. Gallagher and the man who lived with her were immediately apprehended and lodged in the Windsor Jail. All the parties were Irish.

RAILWAY EXTENSION.—By an advertisement in the last number of the Royal Gazette tenders are invited for the construction of a railway, carrying the line to Truro, to be completed by the first of August, 1858.

The House of Assembly in Committee of Supply, on the 29th ult., voted a sum towards the creation of the Welsford and Parker monument.

INDIA.—The Protestant missionaries of Bengal, appealing to the missionary societies in Europe and America to send more missionaries to India, state that the Presidency of Bengal, with 45,160,000 inhabitants, has 163 missionaries; Agra, with 30,250,000, has 60 missionaries; Bombay, with 20,000,000, has 33 missionaries; Madras, with 27,280,000, has 182 missionaries; the Punjab, Sindh and Nagpore, with 11,352,000, have 8 missionaries; white Hyderabad, Odisha, and other suites, with 42,135,000 inhabitants, have not a missionary; total population 168,776,000, with 386 missionaries. In the three chief presidency towns, Calcutta, Madras, and Bombay, there are 70 missionaries; while in many districts there is only one missionary for a million and a half. The northern districts of Bengal contain millions of people who never heard the gospel, and there are other scores, with 475 millions more, equally destitute.