his service.

Brown, C. Roan, and George McLeod The meeting was closed with a hymn and brief prayers by R. McLearn, W. Mattheson, and A. James.

The Meeting will be held, until further notice, at Temperance Hall, every morning, at nine o'clock, A. M., precisely, the exercises to occupy

A general attendance of all who desire the progress of religion in the City, is earnestly re-

Halifax, Nov. 1st, 1859.

# AGRICULTURAL.

### HOW TO FATTEN CHICKENS.

We make the following extracts from an article on this subject in the London Cottage Gardener, and commend them to our readers:

"It is hopeless to attempt to fatten them while they are at liberty. They must be put in a proper coop; and this, like most other poultry appurtenances, need not be expensive. To fatten tw lve fowls, a coop may be three feet long, eighteen inchess high, and eighteen inches deep. made entirely of bars. No part of it solidneither top, sides, nor bottom. Discretion must be used according to the size of the chickens put up. They do not want room; indeed, the closer they are, the better,-provided they can all stand up at the same time. Care must be taken to put such as have been accustomed to be together, or they may fight. If one is quarrelsome, it is better to remove it at once; as, like other bad examples, it soon finds imitators, A diseased chicken should not be put up.

"The food should be ground oats; and may either be put in a trough, or on a flat board running along the front of the coop. It may be mixed with water or milk; the latter is better. It should be well slaked, forming a pulp as loose as can be, provided it does not run off the board. They must be well fed three or four times per day-the first time as soon after day break as may be possible or convenient, and then at intervals of four hours. Each meal should be as much and more than they can eat up clean .-When they have done feeding, the board should be wiped, and some gravel may be spread. It causes them to feed and thrive.

"After a fortnight of this treatment you will have good fat towis. If, however, there are but four or six to be fatted, they must not have as much room as though there were twelve. Nothing is easier than to allot them the proper space; as it is only necessary to have two or three pieces of wood to pass between the bars and form a partition. This may also serve when fowls are put up at different degress of fatness. This requires attention, or fowls will not keep fat and healthy. As soon as the fowl is suffi ciently fatted it must be killed; otherwise it wil still get fat, but it will lose flesh. If fowls are ntended for the market, of course they are, or may be, all fatted at once; but if for home consumption, it is better to put them up at such intervals as will suit the time when they will be required for the table. When the time arrives for killing, whether they are meant for market or otherwise, they should be fasted, without food or water, for fifteen hours. This enables them to be kept for some time after being killed, even in hot weather."

### THE CONCORD GRAPE.

The more we know of this grape, the better we like it; and this appears to be the case with nearly everybody. The exceptions are those who have long settled in their minds that the Fox grape, being a universally condemned variety, every seedling possessing an; portion of its flavor, must necessarily be worthless. To us, and to ninety-nine in a hundred, the Fox grape aroma is agreeable, and constitutes one of the most attractive qualities. The Southern Cultivator. published at Richmond, Va., thus refers to it "A fine bunch of grapes, of the variety of Concord, was brought to our office a few days ago. by Mr. E. G. Eggeling, florist and nurseryman, near this city. The bunch weighed fourteen ounces; the fruit above an average size, being about as large as 4 Black Hamburg, in appearance very much like it, with a very thip skin, a perfect bag of ju.ce, and of the most delicious flavor."-Germantown Telegraph.

## VEGETABLE LEATHER.

Messrs Sprill & Co., the well known army contractors, are issuing from their works at Stepney, portions, as samples, of a novel materia', intended to take the place of leather. It is a very economical fabric, or rather series of fabrics, cemented together with caou chouc wholly inodorous and of amazing strength and tenacity. It assumes a polish like leather, is marked in some instances, like morocco, bears a beautiful enamel, is susceptible of the most delicate embossing, resists the stains to which leather is subject, damp does not affect it, and the application of a sponge removes all dirt and restores it at once to its pristine character. It is being already applied to countless purposes, and may be ranked amongst the most valuable of the boons which the discovery of caoutchouc has conterred upon civilized humanity .- Globe.

BONES FOR FRUIT TREES .- There is nothing like decaying bones for all sorts of fruit trees. They are perhaps best for pear trees, next for apples, and then for quinces; but are good for any kind of fruit unless it be cranberries, which seem to live and grow on little but air and water. If it is not convenient to reduce the bones in sulphuric, break them up small and place them bout the roots of the tree.

# VALUE OF RELIGIOUS PAPERS.

A friend gave his testimony as follows: "I have been paster of a church several years, and have noticed that all men who have been troublesome in my church, who have been easily offended at small things, who have been crooked, set and ugly-have been men who did not take a retigious newspaper. And you will find that al-most all church difficulties come from men who do not read religious journals."

THE GREAT EASTERN .- As a matter of curiosity, we append the tonnage of the Great Eastern, as compared with the ten largest vessels of the United States Navy .

Names.	Tonnage,
Pennsylvania,	3,241
Columbus,	2,480
Ohio,	2,757
North Carolina,	2,633
Delaware,	2,633
Vermont,	2,633
New Orleans,	2,805
Alabama,	2,683
Virginia.	→ 2.6 3
New York,	2,633
Total,	28,131

Her tonnage is nearly as great as the combined tonuage of the ten tremendous line of battleships—includitg the once unrivalled Penasylvania—that are registered on the United States Navy

What is the Post Office address of the lits Queen. Lucifer sat in a red hot iron chair. b Baptist Church at "Point Monash." The Min-Backbiters were hung up by red hot iron books ites enclosed to it has been returned to us-the through their tongues. The Frenchman's pil-Will some friend inform us?

### THE CHRISTIAN VISITOR.

SAINT JOHN, N. B., NOV. 16, 1859.

AL SUCCESS.

It may be said of these that they are legion. success of God's Ministers. All the different Bunyan's explicit languageforms of depravity as they exist in this world meet them in hostile array at every stage of their progress. All the elements of moral and social " evil as they dwell in the hearts and are develop-God as proclaimed by his faithful witnesses. In Gate at the head of the Narrow Way-the a word, whatsoever is opposed to Jehovah's law, or to his revelations of mercy or grace through Jesus Christ, stands out in deadly opposition to the martyr-stake, and the angel chariot of Fith-

forbid the success of the christian ministry. To whom then are the ministers of Christ to look-to aid them in the terrible conflict with in- Where are Great Heart, and the meek Meley, fernal forces? They of course naturally turn to and Giant Slaygood, and Mr. Valiant-for-dethe professed disciples of Christ for sympathy Truth, and Mr. Ready to Halt, and Mrs. B sand co-operation; but lamentable to say, they sometimes look, even to them, in vain. Where Guillonville, Guillonville, a Romanist, make they should get smiles they are treated to frowns, baptism the condition of regeneration ;- its want and those from whom they had a right to expect the loss of children's souls, and its application love, sympathy, and good will are lavish in their as adequate to carry the cancelment of sins .expressions of diseatisfaction, and in their ex- the ordinance, is, like his own religious body, in hibitions of deadly opposition to success in their truth holding it in a more sober light, and in it

our holy religion should meet in open conflict theology would make it the bathing in the House the combined forces of earth and hell? Are Beautiful, midway to Heaven; not as a laver and those professing to have the same Father, the river at the Head of the path, and standing in same Lord and the same baptism, to put them- front of the Wicketgate. selves also in a hostile attitude? Will they do the alleged copy in the sick-room and on the the work which ought to b. left to Satanic agen- mission field. Lay both French and English cy alone? The Prince of the power of the air books beside the Bible, in pulpits and in closets is never so well pleased as when he can induce Amid the krashs of South Africa, under the paina professed Christian to do his bidding. What maux and the leg house of the Cherokie, huge stumbling blocks such persons are in the among-t the tents of wandering Arabs, and in way of ministerial progress. We would fain the hands and d alect of Abraham's own born hope that there are not many in our churches descendants, that strange and isolated, jet who are so unfaithful to the duties of their high everywhere dispersed Hebrew race—Bunyan is vocation. If such there are, we would entrent herald. What of Guillonville? Is his rod them in all affection and love, for the sake of wonder-working also? Let the Jesuits adopt all that is ho'y in religion, pure in the Christian it, and test its superiority in their various misfaith and valuable in the redemption of deathless | Sion neigs, and show the source ted, and whose heart strugsouls, to cease to throw obstacles in the way of gles heavenward it has cheered and guided. We the salvation of others. Ponder well the words abide very contentedly, the arbitrament. Homer of Jesus, "It is impossible but that offenses will is not more genuine, Fenelon more tender, or come, but we unto him through whom they and godly Bunyan-neither a sham nor the seller come. It were better for him that a millstone of shams. were hanged about his neck, and he be cast into the sea, than that he should offend one of those

tarded by a sort of negative opposition on the dry goods, and a variety of useful and fancy artipart of members of his church. They will not cles at moderate prices. The mantle and millioppose openly, but they don't act in concert. nery department is presided over by a young they are too covetous or too worldly to give the lady whose obliging manners win golden opiaid necessary to forward and perfect his plans of nions from her numerous customers. Indeed, usefulness. The menister cannot do the work the unvarying courtesy with which purchasers alone; he must have active co-operation, and are treated, as well as the quality and prices of when instead of this he is met by a lukewarm in- the goods displayed, cannot fail to increase the exdifference his zeal is paralyzed, and the enlarged tensive patronage already enjoyed by this estab purposes of his heart are abandoned for the lishment. Our country friends will do well to want of the necessary support. The minister call at No. 46 King Street, before purchasing naturally looks to his people as his sworn allies, their supplies elsewhere. on the spiritual battle-field, and to forsake him in the time of need is to prove traitor to the cause for which the Saviour bled.

Instead of active or negative opposition, there should be the most zealous assistance rendered. Every church should be a vigorous Missionary Association, devoting its best energies to the around their minister like a band of faithful sol-Christ. Glorious day, when ministers and prople shall all combine with one heart, for the accomplishment of the great purposes of redeeming love. The Lord hasten it in his time!

# PLAGIARIST.

The following strange story going the rounds of the periodical press declares him such :-

of Telemachus of Protestant religious literature, upon the best method of teaching Reading. and is more highly esteemed by the English than Fenelon's chef d' œuvre. Hitherto this work has been attributed to John Bunyan. But a the presence of our excellent Superintendent, young woman, named Catherine Isabella Curt, and E. H. Duval, Inspector, has just published in London a translation of an old French maunscript in the British Museum, which is, almost word for word, Bunyan's work of a clergyman. G. de Grideville, who ed by Henry Fisher, Esq., which was followed by lived in the fifteenth century. Its title, in Norman English, is 'Pylegremage of the Sowle.'-The Printer, Caxton, who occupied the same position in London as the Etiennes in Paris, pubof which the authenticity appears incontes ible. benefitted. It would seem, therefore, that the credit of this celebrated book belongs to France, al hough France hitherto has shown less appreciation of the original than England has bestowed on the

We believe that a greater falsehood than this extract contains was never published to the world. My dear Brother Bill,-And we are utterly amazed that it should have | Report says that you are about accepting a gained currency to the extent that it has. A call to Halifax. Is it true? My heart sickened recent number of the New York Examiner oc- at the thought of your leaving this Province. It cupies over two columns in replying to this at- connot be so; we cannot spare you. I believe tack upon the honesty and integrity of Bunyan, that your renoval would be disastrous to the whose fame has gone to all the ends of the cause in New Brunswick, and I speak the opiearth. The vindication is unanswerable, as the bion of all the Baptists in this section of the following paragraphs will show:-

sent world, from unregeneracy through conver- ly, the result. Write soon, sion to a happy death. Guillonville's pilgri- The Agency is commonced on the first of this mage is after quitting this world and entering month, three societies are formed, and about £40 rial, and the soul forsaking the body is claimed subscribed. God as given me great success; by Hell, but adrudged to Purgatory, and have my whole soul is in the work; it is a great and ing witnessed and endured it, is about to enter Heaven, when waked by the ending of the dream. He saw the souls of unbaptized children in darkness seeking vainly to escape, for innocents dy- ther permit. I will write for the "Visitor" ing without baptism are damned. The boi ing very soon. When I get the work completed in caldron of hell was seen boiling full of heretics. Jacksontown, Woodstock, and Northampton, 1 The Divine Trinity hold many lialogues together that are recorded, about the scheme of mercy. Peter is the porter of Heaven, and Mary icon, on the West side of the St. John River its Queen. Lucifer sat in a red hot iron chair. before going to St. John. grim has his fardel of sins about him in curga-

masses to relieve sufferers there, each paclet labeled with the name of its purchaser of masses on earth, and each relieved tenant of purgitory swimming through fire, with his name is sum moned, to take gratefully the purchased inssive BARRIERS IN THE WAY OF MINISTERI- of relief from the earthly Church, on the opening, so as to speak; of the regular mail from our li'e to the Life Purgatorial.

This theology is in no measure that of Byn-All the powers of hell are in arms against the van, it must be allowed. But remember again

"Manner and matter, too, was ALL MY DWN. \* The whole and EVERY WHIT IS MINE.

But where-if this be Bunyan's originaled in the lives of men who resist the truth of where is the City of Destruction-the Wicket Slough of Despond-the House of the Interpreter-the Hill Difficulty, and the Palace Beautiful -the Valley of Humilation-Vanity Fair, and ful?-Where are Giant Despair and Dolbting Castle, and my Lady Diffidence, and the Delectable Mountains, and the River of Life?eves, and Talkative, and Vam-Hope? Noda man, or a scene, or an incident of them all v Bunya, charged as a Bastist with exaggerating later, juster place, not as the term and hinge of Is it not enough, we ask, that the ministers of the New Life, but as its sequel and expression. His allegory does not introduce it at all. His

> Try the potency of the asserted original and trees of Ceylon, in the snow-hots of the Esquiwelcome and mighty; a God-sent and God-blest sion fields, and show the souls that, like Bunyan's

We call attention to the advertisement of our friends, Davies & Marshal! Persons will find Again, the minister's work may be greatly re- at this establishment an excellent selection of

#### TEACHERS MEETING. MR. EDITOR:-

I crave a short space in your columns, for the insertion of the following account of a Teachers' meeting, held on Thursday 3rd inst., for the purpose of organizing a Teachers' Instante, for enlarged success of the christian ministry in the the County of King's. The meeting was held salvation of the world. Members of christian in the old Free Baptist Meeting House, Millchurches therefore should rally with one accord stream. Constitution and by-laws were presented and accepted; various topics were taken up diers, ready to second his efforts as the one ap- and discussed; and the Institute was appointed pointed by God to bring the whole force of the to meet during the ensuing year as follows, viz: church to be-r upon the everthrow of the empire 1st Friday in February, at Kingston; 1st Friof sir, and the glorious triumphs of the cross of day in May, at Upham; 1st Friday in August, at Sussex : 1st Friday in November, at Springfield. The following members were eleded Oifice-bearers-President, Chief Superintendent Education-ex officio.-Vice Presidents, B. B. M'Neal, Springfield; P. Casey, Sussex; J. IS IT TRUE THAT BUNYAN WAS A Fenwick, Sprinfield : Secretary Treasure, Mr. J. Tremble, Upham. The following gentlemen were appointed to read essays at next meeting : B. B. M Neal, upon the best method of govern-There is not in Great Britain a more remark- ing a school; Mr. Wetmore, upon the best able book than 'Pilgrim's Progress.' It is a sort method of teaching spelling; Mr. J. Fennick,

Much interest was added to the meeting by

In the evening a public meeting was held; the house was crowded to its utmost capacity; Pilgrim's Progress. The manuscript is the an able and very instructive lecture was deliversome interesting remarks from Messes. Dural, McLeod and McMonagle. The Chairman, Mr. McLeod, M. P. P., then adjourned the meeting, lished, in 1483, a translation of this manuscript, and the people separated pleased, instructed and

Teacher.

## THE UNION AGENCY.

WOODSTOCK, 10th Nov., '59

Province. The thoughts of your leaving lead Bunyan's is the pilgrimage of a Christian in me to almost abandon my agency. I have praythis life, and through the wilderness of this pre- ed, I am praying and waiting, almost impatient-

Your's, very respectfully,

and earnest prayer for guidance, we could not feel ourselves justified in accepting the kind and the practical duties of an Architect or an Engigenerous invitation of the Church in Halifax, neer. Brunel committed some serious errors, and have therefore decided to continue to labor Stephenson not one. as hitherto with our brethren in New Brunswick for the furtherance of those interests which Railroad, and in 1833, took charge of the Lon ought to be to us all more precious than all earthly ireasures. Our impression is that a great work is to be done for the Baptist Church. es in New Brunswick, and if we can contribute rish Isles, but in Belgium, Norway, France, our humb'e mite to the furtherance of this work, Piedmout, Egypt and Canada. Nothing but the we shall greatly rejoice. Nova Scotia is dear, very dear to us, and always must be so; but the

## OBITUARY.

MISS HANNAH ELIZA GRAGAM. Mr. James Graham and family are called to

mourn the loss of a beloved child, HANNAH ELIZA, who died Oct. 17th, in the twenty-fifth year of her age.

She was brought to see her lost state as a sinner before God, at the early age of five years, making it evident that she was not taught by man, but by the revelation of Jesus Christ. She plau-e. He was for 12 of his last years a mem did not, however, make a public pro'ession of

Not long since disease marked her for its vic tum, and in spite of medical aid she soon wasted away, and was carried to the grave in the bloom of youth. Elder Morse improved the occasion of her death from the following text-" Wherefore we labour that whether present or absent we may be accepted of Him." 2nd Cor. 5. 9 .-

Digby, N. S., Oct. 21, 1859.

DR. JEWETT ON RUM AND RHYME.

La the course of my ride from Fredericton, the capital of New Brunswick, to Woodstock, my attention was directed by a fellow passenger to a sign placed over the door of a liquor shop which was doubtless intended to render the establishment femous, and secure to its bar additional patronage. Let me solicit for the establishment the favour of a brief advertisement in your columns. A rude painting of a bee-hive occupies a portion of the sign, and the following verse the remainder:

" Within this hive we're all alive, Good liquor makes us funny; As you pass by, step in and try The flavor of our honey."

For the benefit of some future aspirant to fame and wealth, I add a variation of the foregoing. If not so good poetry, it will, I think be found more nearly to indicate the tendencies and possibility. results of the business. A representation of a the following stanzas might fil the remainder, and will be found to have preserved a part of the if one is fond of sweets:

"We've liquors here of every kind, And sell them cheap, as you shall find, They'll make you feel quite funny Perhaps they'll sprawl you on the floor, if so, we'll kick you out the door, After we've got your money."

If short metre is desired, and a little rough ness of diction can be allowed for the sake of truthfulness, the following might do:

"Within this hut, We keep rot-gut, And very cheap we sell; Don't stop to think, Come in and drink. And speed your way to hell."

Elegance is out of the question, of course .-No one would think of currying a hedgehog with a fine to th comb, opening oysters with razor, or sweeping the streets with a parlour duster. Your's, as ever,

CHARLES JEWETT. -Temp. Visitor.

DEATH OF ROBERT STEPHENSON.

The Ocean Queen brought intelligence of the leath of Robert Stephenson, the most eminent Our previous advices had left no hopes of his

Mr. Stephenson was the only son of George Stephenson, the tather of the Railway system. whose fame is along side that of Watt, of Arkwright and of Fulton, but destined to eclipse. them ali, as the work he achieved surpassed them in greatness and value. Robert Stephen on was born at Wilmington in 1803. His father gave mastered the science of mechanics and of engi load of 20 tons, ten miles an hoor,

were at that time employed by nim at Newcastle.

Almost all the important parts of the lecomotive engine now in use, were the inventions of the S ephensons, father and son. He took pains to point out to us at the Portland Company's Works the various improvements which other enterprise may be gained from the following minds had invented.—with that entire artlessness and frankness,-that characterize true genius.

ment of his powers, or any diminution of his re-potation. We hazzard nothing in saying that the next steamer from England will show an

Stephenson and Brudel, the great engineering names of England, and born the same year, should depart so near together, under circumstances so similar, and yet so unike. Stephen Agent for Nova Scotia. He is authorized to son, the author of the IRON TUBULAR BRIDGE, collect our notes and accounts, and give disthe Civital Palace, and unnumbered works of vast public utility, died just on the completion of the Victoria Bridge, the greatest michanical structure of any country, in any age of the world, be prepared to assist us by payment, as, at this the Railway, and of the GREAT STEAMSHIP, de- pressing. parted this life as soon as the Levisinon was

marks of our extermed Brother Todd in relation of his plans, the completeness of all his underto our removal, that after much anxious thought takings. Brunel was bold, venturous, and briliant to a fault. If Brunel had more of creative genius, Stephenson was infinitely superior in all

Robert Stephenson was the assistant of his father in building the Liverpool and Manchester don and Birmingham, now the London and North Western Railway, and from this time to that of his death, was fully occupied with the most important works of the world, not only in the Bristrength of his name, and the confidence inspired by his judgment, could have commanded the vast sums of money the British people have paid Cross is just as precious, and souls just as valu- into public works in their own and in foreign able in New Brunswick as in Nova Scotia .- lands. The Victoria Bridge is the last and the May God make us all increasingly faithful in grea est monument of his genius, and though first proposed by others, and its working plans curied out by other hands, the approval of his juigment was required to secure for it the capital requisite to its completion. It was substantially done when the last pier was ruled to its place; and this consummation was made known to Stephenson before his genius took its flight to the world of spirits.

Stephenson was naturally of a sensitive and retiring nature. He decline the offer of knighthood, and ever classed himself as a mechanic .-He was an honoured member of the learned societies of his own and other lands, but never was known to seek for worldly honors or apber of Parliament, of strong conservative ten dencies, but never was known to forget his duty to his country or his Maker.

Mr. Stephen on visited New England but twice; once on his return from South America in 1828, and again as Consulting Engineer on the Grand Trunk Railway in 1853. He then spent some days in this city, and contemplated another visit to America on the completion of the Victoria Bridge, and although he cannot be present at the triumph of next year, this work will perpetuate his name to an age later than that which shall recount the disappearance of the Pyramids .- Partl ind Advertiser.

#### THE VICTORIA BRIDGE AT MON-TREAL.

Within the present week we have visited the Victoria Bridge, in process of construction at Montreal; and if the imperfect description which we can give of this great structure interests our readers half as much as our visits to it did us the space we can devote to it will be profitably occupied. It is a tubular structure of Iron, laid upon twenty-four piers and two abutments of stone, spanning the river St. Lawrence, directly opposite the city of Montreal. Its length is a thousand feet less than two miles.

The river at this point is very deep and the current rapid, and as the ice which forms in the lakes above the city comes down in the spring sometimes suddenly and with overwhelming force, it has been supposed that the successful bridging of the St. Lawrence, here was an im

But we believe the Victoria Bridge will stand plucked pizeon, or a muskrat skinged, would be unharmed by the assaults of the floods and tema suitable device to occupy a portion of the sign; pests, and nothing else can ever damage or destrey it. for there is nothing combustible about it, and its strength is more than sufficient to sosvery pretty rhyme of the original, only exchange tain any pressure that can be brought to bear honey' for 'money,' which is not a bad exchange upon it by any load placed the reon. We have stated the length of the bridge. The bridge itself is approached at each end by embankments of masonry, on the Montreal side 1200 feet in iron or tubular part of the bridge 6000 feet in length. In the two embankments, the two abutmeuts at the extremities of the bridge, and the twenty four piers, there are three million cubic feet of masonry. The stones used in them would make a pyramid 215 feet in height, with a base 215 feet square, or if laid dewn in a straight line, the blocks would reach 510 miles. The abutments are each 242 feet in length, the piers on each side of the centre span are 242 feet apart, the central measuring 330 feet.

But the chief wonder of the work is the iron superstructure, made of the separate tubes that form the bridge, through and upon which the trains will pass. This tabular structure is all iron constructed by joining and riveting together iron plates, very much in the same way in which a steamboat toiler is made. The tubes resemble in shape an ordinary railway car of the most recent pattern, with the curved or sloping roof. The dimensions are as follows : 22 feet in height 16 feet wide at the centre span, and 19 feet high and 16 feet wide : t the ends of the bridge, and each tube reaches across two spans, its centre resting on one pier and the ends on the nearest Engineer of his time, which took place Oct. 12th.
Our previous advices had left no hopes of his is 10,000 tons, and there are 2,000,000 rivets used in fastening the plates together, each of which is clenched by a peculiar process, which we are not mechanic enough to intelligibly describe. Phe tubular iron portion is painted, both inside and out, with five coars in oil and colors, making 169

acres of paint. These iron tubes, thirteen in number, are wholly disconnected from each other, the ends of to him every advantage of education, having ex- the tubes resting on the piers, but not touching perienced so much mortification and embairas each other. This is the most curious and imment from the want of early training himself .- portant feature of the bridge, and it is by this After gaining all the knowledge he could acquire wrrangement that the damage to the tubes from at the University of Edinburgo, he went as an the contraction by cold and expansion by heat is as prentice into his tather's muchine shop at avoided. The tubes do not rest directly on the New-castle on Tyne, where in two years he piers ror on the first superstructure of fron that covers them, but upon immense iron rollers upon neering -Atter this he visited the mines of Peru, which the tubes move backwards or forwards, as Columbia and Venezuela, and returned to Eng. they may chance to be contracted by cold or exland in 1828, at the time when the public mind pended by heat. Of course, such a slow motion was just getting aroused to the question of Railways. In conjunction with his tabler, at the age of 25, he won a prize of £500 for inventing the observing the position of the tubes in different best locomotive which should consume its own states of temperature that they do approach smoke, weigh no more than six tens and draw a towards and recede from earn other; the space allowed for this gradual movement of the tubes This was achieved by the introduction of the is so accurately fixed by scientific calculation tubular boiler, the great feature of the locomotive that the degree of contraction of these immense engine, and the reputation of Stephenson's works masses of iron is exactly provided for, and all at Newcastle, we rest once established and be danger from warping or cracking is securely came the source of a fortune. These works, the son continued with fittal regard, and in 1853, when Mr. Stephenson was in this city, 1500 men bridges, yet all forming parts of one great structure-an additional advantage from this mode of construction is, that if one of the sections should

the daily pay roll of the contractors is \$5000 .-No man ever came torward in England under The construction of the bridge was commenced greater advantages than Robert Stephenson, and nearly six years ago, and is now expected to be there is scarcely one that has main sined so finished next year. Upon the work 3,040, completely his precimined without any abatement are employed.—Atlas & Bee.

MR. D. MCALPINE will call upon our sub universal sympathy, and a general sorrow at his scribers in King's County, who are in arrears, during this and next week. Their assistance at It is a somewhat singular coincidence that this season of the year will be very acceptable.

MR. E. J. STRONACH is our duly appointed Brunel, the author of the seven feet gauge for season of the year the calls on us are heavy and

We have written Mr. S by Mail, directed to grim has his fardel of sins about him in rurga-tory; the Church sends a package of merits and We have to say in reply to the kind re-Stephenson was remarkable for the perfection Margaretsville, N. S.

We have written Mr. S by Mail, directed to July at Sydney, C. B.
October in Halifax.

WRECK OF THE ROYAL CHARTER.

A gentleman, writing from Bangor, after visitag the wreck on Weanesday evening, says : t dusk the only parts of the ship standing, were small part of the stern, with the wheel and rew-lifting apparatus, She struck at 3 o'clock, a Wednesday morning, and broke up at 7 o'ock. Before striking, her cables parted, one ter another. She tried to steam off the coast, at the wind blowing a harricane, she drifted hore. Blue lights and rockers were fired for veral hours before she struck. Several bodies ere washed ashore, the majority greatly mutited. Men were picking up sovereigns off the icks, and an efficient guard; was much wanted he Collector of Customs is doing his best to otect the remains of the ship and cargo.

The Royal Charter was built at Queensbury, ed launched in August, 1855. She cost about 90,000, and her market value at the time of her ss, was about £70,000. The ship was insured the amount of £80,000. Insurances on the irgo have not transpired. Passengers arrived as evering from Bangor, state that the couny people had commenced to plunder the wreck. LIVERPOOL, Oct. 27-midnight.

Reporters have arrived from the scene of the reck, and state that the vessel struck at 2 p. m., ie strain being too great for the cables. At first ut little alarm was felt, but some imminence of dreadful death was apparent to ail. One heroic ilorswam ashore, and made fast a hawser by hich several lives were saved, and more might we been had not the vessel parted in two with dreadful crash, the funner and machinery givig way, The passengers and erew were either iled by the filling ma-ts or perished in the

aves. Four hundred and seventy versions were lost, id only thirty-one saved. All the women perhed. There was no pilot on board, the signals ade when the vesse reached Fornt Lynas not wing been answered. The button, it is excted, will be recovered.

At Bidford, a brig of about 200 tons has been stally lost and the crew drowned. A boat was ashed ashore marked William Robertson. The onne, of Whitehaven, has been totally lost and ie crew drowned. The Eleanor, which drove shore, was bound from Cardiff for Liverpool. The argo was landed. The Thistle, of Cardiff, has ern totally lost, but the master, with five men, ere saved. The Rose, of Pudstow, was totaly lost, but the master was saved.

At Ilfracombe, the bark Mark Marlbaro', of fallimore, struck and became a total wreck in 15 inutes. The crew were saved, wi h the exeption of the second mate. Five other vessels ie ashore at Ilfracombe Bay, and breaking up. he accounts from Falmouth state that Cuba, of Vuite, and another vessel, are on the Wenterin beach, total wrecks; twelve hands were wened.

#### TO THE EDITOR OF THE GLOBE.

On Friday, 28th October, 1859, in lat. 41.50 I., long. 56.10 W., at 8, A. M., we saw a brianine a few miles between the South and East. from us with his fore-yard broke, fore-top-sail, iore-top-stay sail and main-stay-sail hanging in rags to the yard and stays, and flying at his main-mast head, the British ensign, union down. We immediately bore down to him, and on nearirg made him out to be the brigantine Rescue, of Yarmouth, Nova Scotia. I hai'ed him, and asked what he was in want of : his reply was that he had lost some of his men, and those remaining were disabled; that the vessel was leaking, and his provisions and water were done. I then asked him if he wanted to abandon her, it so I would do my best to get him and what crew he had on board of my vessel. He replied that he him assistance to get the vessel into some port with safety if possible, as the distance from the coast of Nova Scotia did not exceed three handred miles. So I got the port-quarter boat lowered, and got into it with five men, and after great difficulty, being nearly swamped two or three times, as there was a very heavy sea on at the tim, succeeded in getting on board of her. I examined the pumps, and found, providing there was men on board to make use of them, as she hed very good pumps, that they could with safety float her into some port. On examining the crew I found them in a fearful state, being covered with wounds from head to foot, lying almost covered with water, and having nothing to eat or drink. They were without exception the most helpless set of objects I have ever seen. I then returned on board, accompanied by Captain Barker, of the brig, who came to see if any of my crew would volunteer to go with him, and, having a full crew, had no objection to let four or five of them go with him, providing they were

On getting on board my vessel I mustered my men, and stated the affair as it stood to them, and after consideration ave of them volunteered to go on board of her, also a carpenter who was pas-

Captain Barker told me the particulars of his passage. The vessel belonged to Mr. Benjamin Rogers, of Yarmouth, N. S., 246 tons burthen, loaded with coals, from Shields, bound for Provider ce, R. I., and that he had been 68 days out. he had been relieved by some vessel some time ago with provisions. After being several days without anything, he also states that when he was about 47 West, he was making for a vessel he saw at some distance, to see it he could procure any more provisious, and when he had got within a mile or so of her she went down; so h bore down to the place, but no trace of the ves-sel or the crew could be seen. She had painted ports, fore top mast gone, foresail reefed, and mainsail close reefed. That was the last vessel ne had seen till he saw us. The men being all rea dy to start I gave them as much provisions and some other necessaries as I could spare. We had great difficulty in getting to the vessel, but the most dangerous job was in getting the men and provisions on board as she was lying in the trough of the see, then getting the sick men into the boat. I then left the vessel and proceeded to my own ship, when I got ropes around the men, and got them pulled on boars, then I went and dressed their wounds and gave them some gruel, and dry clothes, and got them put into bed. Before we got out of sight of her I had the pleasure of seeing they had got some small sails on her; there was one seaman lost and four sick brought on board of my ship, their names are Thoma Crosby, of Yarmouth; Jacob Boyce, of Wallace, Nova Scotia; John Cook, of London; Frederick Bower, of Denmark. EDWARD JOHNSON,

## Master of the ship "Conquest."

Sons of TEMPERANCE.—The Annual Session of the Grand Division was held in Halifax during the past week. The meeting commenced on Wednesday Oct 23, at 3 p. m., a large body of representatives was present from Yamouth, Picton, Annapolis and Cape Breton counties as well as from others, less remote from the metropolis. The business of the Order was not closed till Friday. Several questions were made subjects of warm and highly interesting discussion. The following bretaren were elected to fill the offices

of the Grand Division for the ensuing year;
G. W. P.—Rev'd P. G. McGregor, Halifax.
G. W. A.—Avard Longley, Paradise.
G. Scribe.—Pratrick Monaghan, Halifax.
G. Treas.—Roderick Fraser, Halifax.
G. Chap.—Rev. D. M. Welton, A. M., Wind-

G. Con.—John McKenzie, Durham.
G. Seet.—Daniel Johnston, North Sydney. The Quarterin Sessions are to be as follows : January at Wingsor. April at Yarmouth.

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