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A GLIMPSE FROM CARLETON TOWER.

(St. John, N. B., 1873.)

Would you with ravish'd eye behold
Fair nature's ample stores unroll'd,
And feel beneath her magic spell
Your heart with adoration swell
To Him who stamped on sea and sky
The impress of His Majesty?
Go! take your stand some leisure hour
On Carleton's gray embattled tower,
That casts its lengthened shadow down
O'er ragged rock and silent town,
And seaward shows its frowning form
Through half a century of storm.
There, as you gaze with throbbing breast
From proud Ben Lomond's wooded crest,
(Once proud, but now in Autumn's prime
Flushed with the memory of crime!)
To where the dying sunbeams kiss
The mountains of Annapolis;
Or mark the faithless billows smile
'Round philanthropic "Partridge Isle"
(That lifts above the southern wave
Her torch, the mariner to save),
Or catch the torrents muttered tone
As 'neath "the bridge" it rushes on
To lave the busy city's feet
And the "Wollestock" waters meet,
Methinks your soul will drop her care
On yonder turret's winding stair,
And whisper "what can grander be,
New Brunswick, than thy scenery."

* In the original it is "Ouangoody's."

THE SUEZ CANAL.

THE Suez Canal is one of the most remarkable engineering works of modern times; but, though it is called a canal, it bears little resemblance to the works commonly known as canals, for it has neither locks, gates reservoirs, or pumping engines, nor has it indeed anything in common with canals except that it forms a short route for sea-borne ships. It is in fact, correctly speaking, an artificial strait or arm of the sea connecting the Mediterranean and the Red Sea, from both of which it derives its water supply; and the fact that the two seas are nearly on the same level and the rise of the tide very small, allowed this construction to be adopted.

The idea of forming this connecting link between sea and sea is of very ancient origin and its author is unknown. It is understood, however, that a water communication for small vessels between the two seas was formed as early as six hundred years before the christian era, and existed for a period of about fourteen hundred years, after which it was allowed to fall into disuse. Baron DeTrott in his memoirs of the Turks and Tartars, written in 1758, after giving

quotations from the historian Diodrus as to the existence of portions of the early work and its having been abandoned in consequence of the supposed difference of level between the two seas, and the threatened inundation of Egypt, says there still exist these early traces of work "*qu'au lever de l'aube rendrait navigable sans y employer d'ouvrages et sans menacer l'Egypte d'inondations.*" DeTrott's opinion expressed in 1785, has certainly been carried out, but on a scale and at an expenditure of labor and money far beyond the conception of the French diplomatist. It is indeed a great achievement to reduce the distance between western Europe and India from 11,379 to 7628 miles, equal, according to Admiral Richards and Colonel Clarke, R. E., to a saving of thirty-six days on the voyage. The whole length of the navigation through the canal is eighty-eight geographical miles. Of this distance sixty-six miles are actual canal formed by cuttings, fourteen miles are made by dredging through the lakes, and eight miles required no works, the natural depth being equal to that of the canal. The cost of the whole undertaking, including the harbors, is stated to have been about £20,000,000.

A FIVE MONTHS TRIP TO THE SUNNY SOUTH.

(CONTINUED.)

Charleston market is ~~very much~~ being; it is a long, low building, extending through two blocks. Dozens of turkey-buzzards may be seen at almost any hour of the day roosting along the eaves and watching for any scraps that may be thrown out. There is a heavy fine for shooting one of these birds as they serve the purpose of scavengers. The scene in the market is a good deal the same as in our own country market, except that nearly all the sellers are colored people, the women adorned with bright bandana handkerchiefs and quantities of brass jewelry. There are numerous points of interest in the harbour, made memorable by the many and stubborn conflicts between the Confederates and the forces of the Federal army and navy, but as my time was limited I was not able to visit them. We left Charleston at a quarter to nine on Friday morning, the 27th January, and as the weather was delightful and the sea calm, we reached the bar of the river St. John's at half past twelve the same night, but just as we were preparing to cross the bar a dense fog came up and we were obliged to anchor until the next high tide. When I awoke next morning there was not a trace of fog to be seen, and there was only a slight swell on the water, but all across the mouth of the river a line of breakers, sometimes dashing from eight to fifteen feet into the air, barred our further progress and rendered the river and Florida for the time inaccessible to us, so we were obliged to content ourselves with a distant view of the beautiful scenery. The white sand was totally different from anything I had ever seen, it looked almost as pure as snow and was quite dazzling to the eyes. All the glasses and telescopes on board were in great demand, as most of the passengers, like myself, had never visited the land about