

After the Storm.

After the storm, a calm;
After the bruise, a balm;
For a 'heill brings good, in the Lord's own time,
And the sigh becomes the psalm.

After the drought, the dew;
After the cloud, the blue;
For the sky will smile in the sun's good time,
And the earth grow glad and new.

Bloom is the heir of blight;
Dawn is the child of night;
And the rolling change of the busy world
Bids the wrong yield back the right.

Under the fount of ill
Many a cup doth fill,
And the patient lip, though it drinketh oft,
Finds only the bitter still.

Truth seemeth oft to sleep,
Blessings so slow to reap,
Till the hours of waiting are weary to bear,
And the courage is hard to keep.

Nevertheless, I know,
Out of the dark must grow,
Sooner or later, whatever is fair,
Since the heavens have willed it so.

George Stephenson, the Inventor.

BY JULIA COLMAN.

WE often wonder when we hear of some new invention—sewing machines, telegraphs, electric lights—and they are multiplying very fast these latter days. Did it ever occur to you that the temperance movement may have some thing to do with that? Certainly a man wants his wits about him, he wants the very best use of his brains, when he devises witty or wise inventions; and he cannot have the best use of his brains when they are steeped in alcohol. Until the temperance movement commenced almost everybody drank, and a great many, especially of the workingmen, cared more about the drink than about their work. It takes a man who loves to work to make any improvements in it or in the manner of doing it.

George Stephenson was an engineer, and loved his work. He did not care for the drink, and he soon found that it did not help him much about his work. He saw, too, that it led men into idleness. At an age when most boys go in for pure play and a holiday, whenever they can get it, George, who was then fireman for an engine in the coal mines, found himself with fellow-workman who took a holiday for drinking and dog-fighting once a fortnight. Their stopping work stopped his engine, so that he could earn no wages that day (so the idle often injure the industrious), but he took that day to take his engine to pieces and see how it was made, or to try experiments with it. The result was that he learned all about engines as they were made at that time, over eighty years ago. Engines had not then been made to draw cars nor run steamboats, though experiments had been made in both directions. George Stephenson, a poor lad, a fireman to an engine in a coal-pit, on less than five dollars a week, had little idea of all this, nor of the wonderful inventions he would yet

"find out," but he loved his work and he kept himself pure from the drink, and so he did not shut up his own path to success, as many another young lad has done.

One of the uses to which engines had been put was pumping water out of coal-mines, and at Killingworth, where George removed, he found an engine that had been at work for months trying in vain to pump out the water. George said he could alter the engine and make it draw out the water, so that the men could go to the bottom of the pit. He did it, and in less than five days the water was pumped out. This he could not have done but for the studies he had made while his companions were drinking and dog-fighting, nor if he had muddled his brains with alcohol. He got \$50 for the job, and won the esteem of his employers so much that they made him engine-wright at \$500 a year.

But do not imagine for a minute that people praised him for his temperance, for that reform had not then commenced. Probably he got many a slight and sneer from his companions who preferred drinking and dog-fighting, and even his employers might have thought him "queer," if not pretentious. Mr. Dodd, the superintendent of this very colliery at Killingworth, invited him into a public house one day to take a drink. This was intended as a compliment to the young workman, and George might easily have reasoned that it would be good policy for him not to refuse. But, instead, he modestly replied: "No, sir, you must excuse me. I have made a resolution to drink no more at this time of day." We know how to do still better than that now, but at that date people had not even heard of a total abstinence pledge. Perhaps it was religious principle that kept him, for one Sunday, when Mr. Dodd went to see him on some business, he found him dressed in his best, going to the Methodist chapel.

About this time there were many experiments in the way of engines to draw carriages, but the inventors met with great difficulties. George Stephenson set himself to make an engine for this purpose, and on the 14th of July, 1811, it was completed and placed on the Killingworth Railway. It succeeded in drawing eight carriages of thirty tons weight at four miles an hour. This was a great triumph for Stephenson, and he determined to make railways popular and common, though he was yet only an engine-wright in a colliery at \$500 a year. But he succeeded grandly, working with and for others, but carrying out his own ideas mostly. His first great undertaking was a railway between London and Manchester. When a bill for it was first proposed in Parliament, with the proposition to have an engine to go twelve miles an hour, it was contemptuously thrown out with the exclamation, "As well trust yourself on the back of a Congreve rocket." But the road was completed at

last (in 1829), and the first train ran thirty-five miles an hour, drawn by Stephenson's locomotive, which he wittily named the "Rocket." After this Stephenson had all he could do in the line of building railways, both at home and abroad, and even kings sent for him to consult with him. He died in 1848.

His eldest son, Robert, to whom he gave a fine education, honoured his father greatly and worked with him in many of his enterprises, and at last became a member of Parliament.

When he died he was buried in Westminster Abbey.

Plantation Philosophy.

Nebber turn yo' back on heaben cos' yo' habn cash or lan's;
Dar a heap of pure religion in a pair of horny har'.

Nebber try to preach a sarmin, when yo' trade is hoein' corn,
Nor to pass for Macc' Gabriel cos' yo' owns a dinnah horn.

When yo'm lookin' for a dinnah, doan' go hol' yo' head so high
Dat yo' miss de roasted possum racin' arter pigeon-pie.

Allus fix up for de wintah wid pervisions 'bout de house,
Kase a cat kin nebber trabbel fru' de hole dat serapes a mouse.

'Taint de glass an' silber dishes gibes de flavor to de roas',
Nor de eddicated waitah gibes de crispness to de toas'.

Nebber leab de tater diggin' fur a chance to run a stoah,
Kase de key dat locks de kitchen nebber fits de parlo' doah.

How to Manage the Big Boys.

I WOULD like to say to that friend who has the class of boys from fifteen to eighteen years old: Follow closely the lessons of the international course. It gives the boys Bible texts to study in common, and there is a bond of union in it that the teacher cannot afford to put aside. Let the teacher put his whole heart into the lesson, looking out each topic of the lesson prayerfully and carefully. Then think over the characteristics of the boys, giving to each just the topic that best suits him. This is not all. Put yourself in each boy's place; make his peculiar traits your own; fit the questions to him till they seem a part of his very self; then with references from the Bible, gently lead till he sees the truth as it is. Link history closely with the great spiritual truths, till the look of pleasure and genuine interest beams in the eye. If you know your scholars and enter into their lives, make their joys and sorrows your own, and you will not fail to interest them in the things you like best.

The deepest running stream that is known is the Niagara River just under the Suspension Bridge, where it is seven hundred feet deep by actual measurement.

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