St. John Chronicle.

AND COLONIAL CONSERVATIVE.

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THE ST. JOHN CHRONICLE,

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Visiting and Business Cards, (plain and ornamental) Handbills, Blanks, and Printing generally neatly executed.

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WILLIAM DURANT,
Chronicle Office, Saint John, N. B.

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JOSEPH FAIRWEATHER, Esquire, *President.*
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J. M. ROBINSON, Esquire, *Solicitor.*
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Application for Insurance against Fire to be made at the Office of the Secretary, Wiggins' Brick Building, Prince-street.

THOMAS GOW,

Plumber and Gass Fitter,
NEXT ADJOINING MERRITT'S BLOCK BUILDING,
WATER STREET.

HOUSE and SHIP WATER CLOSETS; Hot Cold, and Shower BATHS; Forcing, Lifting, Common, and Engine PUMPS; SHIPS' SCUPPERS, &c. &c.—on the most approved principles LEAD PIPE of all sizes, and SHEET LEAD constantly on hand.

☞ LEAD BENDS made to order.

July 2, 1852. THOMAS GOW.

CHARLES W. WELDON,
Attorney at Law & Notary Public
OFFICE—Over Messrs. Ranney, Sturdee & Co
Prince William-street, St. John, N. B.
May 28, 1852.

SOAP & CANDLE MANUFACTORY.

GEORGE WOODS,

Princess Street next adjoing Dunn's Steam Saw Mill, a few doors from the corner of Germain Street. ST. JOHN, N. B.

August 29.

JUST RECEIVED and For Sale—15 doz. Cane and Wood Seat CHAIRS.
GEORGE NIXON,
April 27. Prince Wm -street.

JUST RECEIVED AND FOR SALE—400 lbs. of Extra Goose FEATHERS; 500 do.; Russian do.;
3 new and handsome Patterns of Cloth Paper HANGINGS:
April 19. GEORGE NIXON.

JOHN KINNEAR,—Prince Wm. Street,—Is receiving, just landing, and for Sale—50 Kegs Cut NAILS; 4 Bales Taper CORKS; 1 Barrels Crushed SUGAR; 3 Barrels FLUID 5 3 Tierces RICE; 18 Dozen assorted CHAIRS.
March 23.

Magazines for September, &c.

FRANK Leslie's Gazette of Fashions,	Sept.;
F. Godey's Ladies Book, for	Sept.;
Chambers Journal,	Sept.;
Monthly Waverly Magazine,	Sept.;
Dickon's Household Words,	do;
Arthur's Home Magazine,	do;
New York National do.	do;

For sale by
Sept. 10. B. O'BRIEN.

BOWES & KENNEDY.
COPPER, TIN, and Sheet Iron Workers,
NO. 4, CROSS STREET, SAINT JOHN, N. B.

TIN AND ZINC WATER SPOUTS, STOVES, STOVE PIPE, & TINWARE, ALWAYS ON HAND.

☞ All kinds of Jobbing and repairing in our line thankfully received and punctually attended to. (3m.) August 24, 1855.

OLD WINTER IS COMING!
Clothing for the Thousands.
CITIZENS AND STRANGERS!
You will find the largest and best assortment of
READY MADE CLOTHING,
AT
No. 1, Dock Street.

Got up expressly for FALL TRADE, and in point of quality will fully equal, if not surpass, the generality of Custom Work.
PRICES GUARANTEED
One-fifth less than any other concern in the City.
"*Owing to the Fact*"
That I import my own Cloths and Trimmings direct from the Makers, and give my Customers the IMPORTER'S PROFITS!
which they have to pay by purchasing elsewhere
Oct. 26. THOS. R. JONES.

COPAL VARNISH.—Best English and American—For Sale at
JOHN KINNEAR'S,
August 17. Prince Street

MONEY WANTED.—I want to sell for money, 1 hhd. Cuba SUGAR, 4 brls. PORK, and 9 boxes No. 1 Cavendish TOBACCO—duty paid. Price nominal.
ALEXANDER A. COUGHLAN.
March 23. No. 5, Prince Wm. Street.

W. WEDDERBURN.

OFFICE:
No. 38, Dougherty's Brick Building, South side of Prince William Street, and nearly opposite the Store of John Kinnear, Esquire, Saint John, N.B.
October 26, 1855.

CHEAPER THAN EVER.
R. HUNTER,—Having determined on *Clearing Out* his entire Stock of CLOTHING—has commenced SELLING OFF at an immense reduction—and at such prices as cannot be expected with and must ensure a SPEEDY CLEARANCE, being fully 10 *per cent. cheaper* than can be had at any other house in the trade.
NORTH AMERICAN CLOTHING STORE.
BEARS' BRICK BUILDING,
June 29. King Street.

Soap and Candle Factory
AGAIN
GEORGE WOODS,

THANKFUL for the extensive patronage received for the last twelve years, respectfully informs his customers that since the late disastrous fire in Water street, he has erected a new Factory on a more extensive scale in Princess street, a short distance above the Post office, and next adjoining Dunn's Steam Mill, where he expects to do a more extensive business than formerly, on the most accommodating terms, with punctual paying customers.

Orders from any part of the Country, prepaid, will be strictly attended to.

Small profit, quick sales and ready Money being the object; parties purchasing on those terms will do well to give a call before purchasing elsewhere.

*** TALLOW for sale by the barrel or smaller quantity.

St. John, Oct 5, 1855. 3m

We have obtained the Victory.

KENNAY & SCRIENER,
PIANOFORTE MANUFACTURERS
South side King Square, St. John, N. B.

HAVING taken the First and Second Prizes, and the Diploma for their instruments, at the Provincial Exhibition, beg leave to inform the public that they can supply Pianofortes at the following prices:

Square Front Mahogany Piccolo,	£30	0	0
Rosewood O. G. Piccolo,	35	0	0
Do. Elegant do.	40	0	0
Cottage,	42	0	0
Semi-Cabinet,	45	10	0
Full Cabinet,	50	0	0
Elegant, with French front, tuns legs, and circular bottom,	65	0	0

The whole of the above Instruments are 6 4-8 Octave to A above.

N. B.—All Instruments manufactured by K. & S. will be warranted for three years.

Every description of English and American Pianofortes tuned and repaired. March 18th.

Hats, Caps, &c.

Opened per "Eastern City," at the CHEAP HAT, CAP, and FUR STORE, North side of King street, the following descriptions of new styles HATS and CAPS:—

GENTS' Drab Napoleon HATS;
do. do. Gutta Percha do.;
do. do. Wide Awake do.;
do. Black Kossuth do.;
do. do. Warrior do.;
do. do. Beaniles do.;
do. Silk Glazed Bangor CAPS;
do. do. Ringold do.;
do. Brown Cloth Emperor do.;
do. Black Satin Spring '55 HATS.

For sale at lowest market prices.
April 13. LOCKHART & CO.

New Books.

CHAMBERS' Edinburgh Journal, for October
The Elder Sister and Ethel, two excellent Novels, by Marian James;
The Match Girl, or Life Scenes as they are;
The planter's victim, or incidents of American Slavery;
Representative Women from Eve, the wife of the first, to Mary, the mother of the second Adam, by G. C. Baisacus, D. D.;
The Schoolboy, and Seven Poor Travellers, by Dickens, 6d. each;
The Newcombs, by W. M. Thackeray, 2 vols. (ill.) 7s. 6d.;
Henry Esmond, by do., new ed., 2s.;
Hunny, by Charles Rowcroft, Esq.;
Susan Hopley, a Tale of Sea and Shore;
Burns's Poetical Works.

A further supply of Bite of Blarney, by Dr. McKenzie. B. O'BRIEN.

P. S.—Harper's Magazine for October, and other late Publications just arrived. October 5.

JOHN HARRY,
Silver Smith, Jeweller & Engraver
North side of King Street, St. John, N. B., a few doors below the *Waverley House.*

MANUFACTURER of all kinds Silver Plate viz: Tea, Table, and Dessert Spoons; Forks, Ladles, Fish and Butter Knives, &c. &c. also, Silver Cups of different patterns, which he will furnish *Cheaper* than any other House in the City. The above work is warranted to be made of Sterling Silver, and for neatness of style and superiority of finish challenges competition.

JEWELLERY made to order and repaired.

All Kinds of ENGRAVING neatly executed.

Traders, Pedlers, and others furnished with plain Gold Finger RINGS *cheaper* than can be imported. In all cases punctuality may be relied on. Cash and the highest price given for Old Silver.

FELLOWS & CO.
Wholesale and Retail Druggists,
GERMAIN STREET,
Opposite lower end of Country Market,

Manufacture, in addition to their popular remedies, CONFECTIONERY in every variety, viz. LOZENGES, CANDIES, DROPS, and PANWORK, all of which they warrant as being perfectly pure in every respect, containing no poisonous colours, and which will be sold as low as can be imported.

Sweedish Leeches, &c

A FRESH Lot received by FELLOWS & CO., Germain street, opposite the lower end of Market Street.

Also—*HOOPER'S FEMALE PILLS.*
2 ton Blue Vitriol; 4 do. ALLUM;
5 cwt. SALTPETRE; 1 ton COPPERAS;
5 do Washing SODA; 1 ton Epsom SALTS;
5 do Cream Tartar; 4 do SULPHUR;
4 do Brimstone; 4 do Bi Carb. SODA;
1 do Carb. *Magnesia*; 2 tons Whiting, in brls.
½ ton Paris do. in do. Received direct from the Manufactures in Glasgow.
July 26. FELLOWS & CO.

Dr. Noble's Invigorating Balm.

THIS admirable preparation is the most effectual remedy known for Baldness and falling of of the Hair, giving it a rich glossy appearance, unequalled by anything of the kind. It contains no alcohol or alkaline substance, (as all the washes do which are now used,) and will restore the natural colour after these articles have deprived the hair of it. We can refer enquirers to persons, both old and young, many of them who have been bald several years, and have had their hair shored by this preparation. It acts by assisting nature and will in no way prove injurious. Prepared and Sold by FELLOWS & CO.
Germain-street,
October 5. opposite west end of country M't.

AYER'S CHERRY PECTORAL & PILLS,—Just received a fresh supply and for sale by Jan. 19. FELLOWS & CO.

EAGLE FOUNDRY,
Steam Engine and Machine Shop,
SAINT DAVID AND ALBION STREETS,
Near Messrs. W. & R. Wright's Ship Yard Courtenay Bay.

ALWAYS on hand at the the above Establishment, Patent and Common WINDLASSES for Vessels of all sizes; Capstan Heads; Sheeves and Rollers; Bushes; Pump Chambers; Cambooses; Ploughs; Truck and Barrow Wheels; Waggon Boxes; Oven and Furnace Mouths; Treenail Machines.

The Subscriber in returning thanks to his friends and the Public for the very liberal patronage bestowed on him since his commencement in business, solicits a continuance of the same, and would further add, that having served a regular apprenticeship to the Engineering and Millwright business in Great Britain, and having practised the same the last thirty years, continues to manufacture at the above Establishment all kinds of

STEAM ENGINES.

High and low Pressure, For Boats, Saw, or Grist Mills, and for Propelling any kind of machinery.—Steam Engine Boilers for Marine or Land purposes made and repaired; all kinds of Machinery repaired; Brass and Brass Castings made to order; BRASS AND IRON TURNING; Blacksmith Work of all kinds executed promptly and on favorable terms.

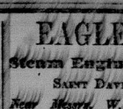
☞ As cheap or cheaper than any other Establishment in the Province.

JOHN SMITH,
St. John, December 1, 1855. ENGINEER.

NEW FURS.

OPENED this day via Steamer *America*, direct from London:
LADIES' FURS, in Stone Martin, Fitch, and Sable;
Gents' FUR CAPS, in Otter, Beaver, and Seal, newest patterns;
With a large variety in Store, at the lowest prices.
LOCKHART & CO.,
Dec. 14. 41, King-street.

HORSE SHOEING.
[Shop one door north of the Country Market]



WILLIAM GABRIEL begs to Tender his sincere thanks to his friends and the Public for the extensive patronage hitherto received from them; and he takes this method further to inform them that he is prepared at all times to execute orders in his line of business, in the best possible manner, and in the style that is most suitable to this Country.
January 20, 1854.

JOHN KINNEAR,
PRINCE WILLIAM STREET,
IS NOW RECEIVING, FOR SALE:—
300 BOXES 7x9, 8x10, 9x12, 10x12, and 10x14 Window GLASS;
100 Rocking and other CHAIRS;
60 boxes CLOTHES PINS;
TUBS, PAILS, and other Wood Ware
12 William CAPS, falling Tops.
ALSO—In Warehouse and in Store:—
250 9-12 Window GLASS, from 12x16 to 18x24;
100 boxes half white, 10x12, a superior article.
Aug. 17.

PURE COD-LIVER OIL & LIME.—A further supply of this Valuable Medicine received by Steamer from Boston. W. O. SMITH.

JOHN KINNEAR, Prince W. Street.

OFFERS FOR SALE
SPIKES, NAILS, &c.
Per 'Liberia,' and on hand
60 KEGS 5, 6, 7, and 8 in. SPIKES;
40 kegs Ox and Horse NAILS;
Brandram's White LEAD and Boiled OIL;
2 tons PUTTY, and 50 tons Black PAINT
10 brls. Spirits of TURPENTINE;
Copal and Bright Varnish;
Refined Bees WAX and BORAX, &c.
St. John, June 22, 1855.

AN APPEAL.

IN order to manufacture a large supply of the most choice and elegant CONFECTIONS, something entirely different from anything heretofore offered to the citizens of Saint John, and in every way suitable for the coming Christmas, the Subscribers will not execute Wholesale orders in the Confectionary Department until the 15th day of December next, when they will open out a Stock with which every one will be delighted. They deem this necessary, having but three persons employed in the said department, and owing to the extensive demand for the commodity.

They therefore appeal to their generous patrons who have so liberally supported them since their removal to the New Store, No. 8, Germain-Street, to defer sending their orders until the before mentioned date.
December 7. FELLOWS & CO.

Milk Pans and Butter Crocks.
In Store and to arrive—
300 DOZEN MILK PANS;
1500 BUTTER CROCKS;
1500 Covered STEW POTS;
1500 Jars.
100 Crates assorted EARTHENWARE packed suitable for the Country Trade.
600 Boxes WINDOW GLASS, (assorted sizes)
The above are offered at the present Market rates, Wholesale and Retail.
No. 10, Dock-Street.
March 23. FRAS. CLEMENTSON.

Just Opened.

A Few cases of Black and Drab FELT HATS, of all the various styles and fashions of the season. Know Nothings, and Know Everything Hats; Young America, England, Russia, and Bluenose Hats; Inkerman, Alma, and Balaclava, &c., &c. The remainder of our Panama and Leghorn Hats will be disposed of at reduced prices.
Summer CAPS, of various styles and qualities.
C. D. EVERETT & SON.
August 3. 15, King-street.

Just Received
80 QTLS. large CODFISH, } in prime order
30 do. small do. }
40 do. POLLOCK, }
140 pieces of excellent GRIT GRIND STONES from 15 to36 inches diameter. JOHN MARVEN.
August 10th. Ward-street.

Acoustic Instruments.
No Excuse for Deafness.

THE Subscribers have just received a varied assortment of the above, suited to assist the patient and imperceptibly disguise the defect of deafness, in a manner strictly in accordance to the science of Acoustics.
June 15. FELLOWS & CO.

IN WANT.

MEN in want of either BOOTS, Boolees, or SHOES, will find it to their advantage to call into No. 5 Prince Wm.-Street, before purchasing elsewhere. I have a large Stock on hand, and will sell them cheap for cash.
ALEXANDER A. COUGHLAN.
Prince Wm.-Street, Sept. 15.

Children's Socks and Stockings.
45 DOZEN Pairs Children's White Cotton SOCKS and STOCKINGS, very superior quality, for sale cheap by
A. A. COUGHLAN.

THE ENCHANTRESS.

They met in pleasures radiant helle,
Where youth and beauty met,
With bounding hearts and beaming eyes
And swiftly flying feet!
Pale gleaming pearls and flashing gems,
And fragrant flowers were there:
And music's sweetest, richest tones
Stole through the perfumed air!

They met—he caught one thrilling glance
From her dark, earnest eye—
He saw the blush steal o'er her cheek—
He heard her breath the sigh!
And when her voice gushed forth in song,
And fell upon his ear,
He hushed the beating of his heart,
Lest he might fail to hear!

They met—and all unconsciously,
In that enchanting hour,
She wove, with blush, and smile, and song,
A spell of magic power!
He saw the light upon her brow—
He heard the witching strain—
The heart he long had boasted free,
Henceforth must wear a chain!

Miscellaneous Selections.

From the National Magazine.

HISTORICAL SKETCHES
OF SHIP BUILDING.

In attempting these sketches of our favorite art, we shall confine ourselves to an outline of a few facts collected from various historians, in illustration of the probable size and nature of the shipping of the ancient world, and the progress of shipbuilding thence down to the present day. We shall endeavour to describe what little is known of the rude vessels which, during the darkness of the middle ages, bore the marauders of the Northern European nations on their predatory excursions, carrying desolation and misery throughout the coasts of Europe, rooting out the relics of more ancient civilization, and laying the foundation of Empires which were destined, in their turn to civilize the world and give impetus to the progress of mankind. In the disclosures of maritime history, we think the reader will not fail to find a correct index of man's advancing pace toward power, wealth and independence, the only sure foundation for the superstructure of liberty, learning and wisdom.

It is no more strange than true, that the essential qualities of a nation's character are portrayed in their ships—these are their universal representatives in the remotest parts of the globe, and these their monuments of power, of intelligence, and of wealth, which inspires greatness and grandeur on the foreign mind. Let us therefore, cherish this noble art, which more than any other enterprise of our people, has given strength and lustre to the American name in every land, and on every sea.

Of all the nations that have ever made their mark upon the page of history, none have attained to a more exalted pitch of power and greatness than Great Britain, and none can point to a more interesting history of naval architecture, whether we examine her fleets of war or her argosies of peace. As the parent country of the United States, we must look to the ship-building of the British Isles for the germs of our own greatness, which in the short space of less than fifty years has experienced a growth commensurate only with the rich soil of our institutions, and the free culture of the expansive genius of our machines, and which places the mercantile navy of the New world side by side a successful rival with that ancient maritime power, whose boast has been to "rule the seas," beneath a flag that "for a thousand years has braved the battle and the breeze."

The history of ship or vessel-building previous to the foundation of Rome, is founded on conjectures. From the foundation of Rome to the destruction of Carthage, the facts are less obscure, but too much difficulty exists in selecting the testimony of various authors, to invest the history of this period with certainty. From this time forward the condition of the art may be pretty well described.

The discovery of the mariner's compass, the discovery of cannon, and their adaption to naval warfare, and the discovery of the New world, successively serve to heighten the importance of ship-building, by establishing navigation as one of the most vitel wants of nations, and thus placing the art of marine construction beyond the vicissitudes of piratical excursions upon the contracted waters of Europe.

Concerning the state of ship-building among the nations of antiquity, investigations prove that their fleets, whether for war or for commerce, consisted almost entirely of vessels whose principal mode of propulsion was by the use of oars. On the authority of Plutarch, as many as fifty distinct banks of oars were applied on some of the more modern of these vessels, but more generally three, four, or five banks, or tiers of rowers, one tier above another, placed obliquely, served to pull these vessels from port to port. These vessels were called galleys, and were sometimes built at a great length, exceeding any open vessel of the present day.

At the siege of Troy, 1181 years B. C., the Grecian flotilla consisted of 1200 vessels, or open rowboats, the largest of which contained 150, and the smallest 50 persons.

A great improvement upon these must have been made in the fleets of the Corcyrians and Corinthians, between whom took place the first naval battle on record, which occured about 1005 years ago, because at that time the arrangement of the oars in banks had been adopted. It is generally agreed that Amiocles, the "ship-wright of Corinth," was the inventor of the "trieme," as the boat was called which was propelled by three banks of oars. The Carthaginians invented methods for introducing a still greater number of oars arranged in banks, but, strange enough, seemed not to have discovered the value of the wind for propulsory purposes at this early day, or till after perfection in the application of oars had been pretty fairly attained.

At the battle of Salmis, 480 years B. C., the largest Grecian vessels carried only 18 soldiers, exclusive of the rowers and sailors. Their models are described to have been of the "round manner of building." The whole of the Grecian vessels appear to have been only half-decked; the soldiers were stationed on platforms at each extremity, the middle of the boat being left open for the rowers. Cimon, the celebrated Athenian commander, was the first to join these two platforms, and thus to form a perfect deck, for the purpose of opposing a stronger armed force to the Persians. This took place 470 B. C. This improvement became permanent in all the larger vessels of these times.

The construction of vessels up to this period was evidently very slight, nor were they of any considerable size. The largest of which we have particular accounts were built more for ostentation than utility, as it is plain that it could not be profitable to employ large row vessels for any purpose, and we do not find the size of ancient shipping materially increased until the invention and general adoption of sails. Fifty or sixty were quite sufficient to occupy all the space afforded for accomodations, even in the time of Alexander the Great.

The Carthaginians appear to have excelled every other people of antiquity for their marine and commercial enterprise. They inherited their nautical genious from their progenitors, the Phenicians, of whose commercial wealth, history, both sacred and profane, gives repeated evidence. Ezekial says of Tyre. "It is situated at the entry of the sea, is a merchant for many isles; its shipboards are of fir trees of Senir, their masts of cedars, their oars of oak of Bashan, their benches of ivory, and their sails of fine embroidered linen." These sails were doubtless long and broad pennants, or flags intended more for ornament than use.

At a very early period the Cathaginians possessed vessels of magnitude, for at 350 B. C., when Hano's voyage was undertaken, sixty ships are said to have held 30,000 souls, with all the stores and requisites for colonization; but we consider this statement unreliable. We know but little of this people, however, except what is derived through their implacable foes, the Romans, who built their first fleet after the model of Carthaginian vessels. This was a war-galley, but the Romans, who despised commerce, preserved no memorial in their shipping of the marine skill of their conquered rivals.

The naval triemes or galleys of the Romans were 105 feet long, and 13 feet broad; or about the size of the largest class canal boats in the United States. The triemes, after the time of Julius Cæsar, were 90 feet long and 15 feet broad. In more modern times, the Neapolitan and Maltese galleys were built broader in proportion to length, and are said to have been capable of performing voyages by oar of 150 miles in 24 hours, or 7 1-2 miles per hour. The distance from Naples to Palermo has been performed in 17 hours—distance about 140 miles.

The first Roman fleet was launched in 60 days from the time of cutting the timber, and consisted of 150 galleys, each carrying 300 men. At the time of the first Punic war the Roman fleet is stated to have consisted of 330 vessels, each containing 300 rowers, and 120 soldiers. Yet such a naval force becomes insignificant when compared with that of Greece centuries before. The Roman ships were divided into three classes, according to their uses, much as they are at the present day, viz: *ships of war, ships of burthen*, and *ships of celerity*. The latter constituted express boats to convey things of important personages.

These vessels were invariably built of pine, cedar, or other light woods, excepting about the bows, which were of oak, strongly clamped and strengthened with iron or brass in order to withstand the shock of opposing vessels; the naval tactics being comprised in attempting to sink or damage the enemy's vessel, by violently propelling the armed bow against the weaker broadside of the enemy, or else endeavour to break and cripple the oars. Oak was first applied to the construction of vessels by the ship-builders of Venice. Copper or brass was first introduced for fastenings, in consequence of the quick corrosion of the iron, about the time of Nero; and flax was also used for the purpose of caulking the seams of the plank.

Tragan's ship which was sunk in the lake of Riccia, and had lain neglected for above thirteen years before it was raised, is thus described by Locke: The pine and cypress of it was built with double planks, dashed over with Greek pitch, caulked with linen rags, and over all a sheet of lead fastened with little copper nails.

This little sketch of ship-building embraces a pretty fair outline of the art before the downfall of Rome, after which it will be in vain to search for any record of progress during the many centuries of utter stagnation which succeeded this memorable event. During this dark period no portion of ancient history is so imperfect as that which relates to shipping. Indeed, to this very day the mantle of night has cast its shadows over marine architecture, as though its facts were of no consequence upon the historic page. Ship-builders have scarce even been writing men, and the fault is their own if they have left but a few marks in literature to designate the path of progress.

The waters of the Mediterranean Sea in Europe, which had, up to the downfall of Roman civilization, formed the chief field of the navigator, was now destined to witness the decline of maritime art, and for a long period ceased to boast of the supremacy of their fleets.

The little of life that remained in stagnant Europe, during the dark ages was found in the barbarous North. In the countries bordering on the northern seas of that continent, the spirit of maritime enterprise sprang up as being congenial to the habits of the northern during a period of universal aggression, confusion, and migration—The hardy and adventurous population of these wild and far-spreading districts poured down, horde after horde, in irresistable might, by land & sea, spreading desolation and dismay throughout Southern and Western Europe. Every sea was ploughed by the fragile barks of these Scandinavian adventurers and every shore was devastated by their incursions.

Denmark, Norway and Sweden sent their hardy sons to the coasts of the German Ocean, the British Channel, the Bay of Biscay, and even to the Mediterranean on the west, so that the maritime provinces of an ancient civilization became their spoil. To the influence of these expeditions we may trace the foundation of that maratime genius and power which to this day distinguishes the people of Northern and Western Europe above all other people in the world, and which has descended to the shores of North America.

The Californian and Australian expeditions of our own day may serve to illustrate the developement of the art of ship-building which was fostered by the bold and successful enterprises of the piratical excursions of those hardy tribes. They not only constructed vessels capable of undertaking voyages along the dangerous coasts of Europe but visited Iceland, and at a latter period even Greenland; and very good evidence exists that from thence they cruised on the coast of North America, and landed on the soil of New England, many centuries prior to the discovery of the New World by Christopher Columbus in 1492.

In the early part of the tenth century, Floke, a Norwegian pirate, made a voyage from Shet to Iceland. We quote an Icelandic historian for the following account of it:

'There was yet no use of the mariner's compasse, wherefore Floco leaving Heitlandic, took certayne ravens unto him; and when he thought he sayled a great way, he sent forth one raven, which, flying aloft, went backe againe to Heitlande, which we saw behinde. Whereupon, Floco, perceiving that he was yet nearer to Heitlandin than other countryes, and therefore courageously going forward, he sent forth another raven, which, because she could see no land neither before nor behinde, flight unto the ship againe. But, lastly, the third raven was sent forth by Floco, and having for the most part performed his voyage, thro' the sharpness of her quick sight, attained the land, speedily flew hither, whose direction Floco following, beheld first the eastern side of the island.'

The light flat-bottomed vessels of the Saxon marauders were built of light timber frames, the sides and upper works consisting only of wicker, with a covering of sheep hides, and were particularly well adapted to navigating the rivers of Europe.

The vessels of the Gaulish Veneti were built flat on the bottom, with very high full-shaped ends, or bows and sterns, and were strongly constructed of oak, having sails made of skins, and a sort of thin, pliant leather. No oars were used except for steering, and the largest of such vessels about the middle of the fifth century were capable of carrying 600 men.

But it is to the rise of Venice we must next look for the dawn of mercantile enterprise which was destined to re-light the torch of civilization along the shores of the Mediterranean, and give a renewed impetus to the ship-building. For many centuries after the tenth, Venice was the great school for the arts connected with navigation, and her ship-wrights and seamen were long the most instructed in Europe. While the northern sea continued to be navigated by the Scandinavian sea kings in quest of plunder or a home, ships floated on the waters of the Mediterranean, which, if in size, were of the burden of 1200 or 1500 tons, and were in build either copies or modifications of the ancient galley. The kind of vessels being very illy adapted to the navigation the northern seas, or beyond Europe, or any other than the tranquil waters of the Mediterranean, appears to have checked the spirit of commerce along the former coast, while it fostered it in the latter so long as it was continued in use.

But though the galley proved inadequate to the demands of commerce, it served a better purpose for war, and was therefore adopted by Alfred the Great, ruler of Britain, when he directed and superintended the construction of the first fleet of England to protect his people from the incursions of the Danes. The chief qualification of the galley for naval purposes consisted in affording space for a large number of fighting men, and being propelled by oars, was more under command in executing manœuvres than sail vessels, which it set aside, until the invention of cannon rendered other arrangements necessary. Thus the introduction of war-galleys from the south to the north coasts of Europe, checked the *Adventurous* Northmen by placing a curb upon their excursions.

In the reign of Athelstan, the grandsome of Alfred, it was decreed that if a merchant so thrived that he passed thrice over the wide seas with his own craft, that he was thenceforth a 'Thein's right worthie;' which establishes two facts; one is, that at so early a period of English history there were merchants of wealth enough to engage in such traffic; and the other is, that from the richness of the reward held out to successful enterprise, we may e limate the difficulty of the task. These voyages were made in sail vessels.

In the beginning of the 14th century, the Norwegians and Danes had sail vessels different from those of the other northern powers, which ships partook of the character of the Mediterranean galley, being 'infinitely superior in proportion to their length than galleys,' which, we will recollect, were no more or less than huge sized row-boats.

In the reign of Ethelred, king of Britain, a regular tax was instituted for providing a navy. It was enacted that whosoever possessed 310 hides of land, was charged with the building of one or ship or galley; and owners of more or less hides, or part of one hide, were rated proportionately. Yet this did not create a navy of sufficient strength to preserve Britain from the ravages of the Danes.

At length Britain was conquered by the Danish power, and under Canute, the first who united the crowns of Denmark, Norway and Britain in one person, the naval affairs of three countries were advanced in every direction. Indeed, so long as the Danish monarchs ruled Britain, ship-building received the utmost attention from loyalty. Hardicanute, the third Danish monarch, had thirty two ships for the navy constructed in one year, and the taxes he levied for the support of his navy were so grievous, that scarcely any man was able to pay them.

BURNING A NEGRO FOR FUN.

HORRIBLE AFFAIR NEAR MAYSVILLE, KENTUCKY.

We are informed that on the Kentucky Thanksgiving day, a couple of young men of Maysville, whose family connections are described as of the "highest respectability," were on a drunken spree at the "Parker House," in that place, and, prolracting their frolic until a very late hour, after all the household had retired to bed, attempted to arouse the bar keeper to procure more liquor, and failing in this, and succeeding in finding a yellow man, one of the waiters asleep, they concluded to set fire to him in *order to awaken him!* With this view they took a camphene lamp, and pouring the fluid over his whiskers, ignited it, and the poor fellow's neck and head became instantly wrapped in an intense blaze, which continued until the fluid was consumed. The sufferings of the victim were dreadful in the extreme. No refinement of torture could have produced more excruciating misery. But, strange to say, death did not release him from tpriment until after the lapse of two weeks. The poor creature was the slave of Mr. John Bull, keeper of the Parker House, who says as our informant tells us, that no human suffering could possibly exceed that of his boy during the fortnight that he lived after the burning. The young men "respectably connected," whose drunkenness resulted in this horror, are said to allege that they burned the negro by accident—that when holding the lamp to his face they managed to beck it, and spill the fiery fluid upon him. The young men are *rich*. They have agreed to pay Mr. Ball $1,200 for the loss of the servant. Our informant says that no one in Maysville speaks of this transaction without a shudder of horror, but that no movement has been made towards a legal investigation of the matter, and that the "high position" of the parties implicated will overawe any such movement. We ask the citizens of Maysville, in the name of their honor, if these things can be true?

TOO LITERAL.—A lady at a neighbouring village (says the Cambridge Independent) the other day, patted on the head a little boy, of about nine years of age, the child of a labourer, saying, "I should like to have your curly locks, my little fellow." The boy had a splendid head of hair. And an hour afterwards the boy appeared before the lady, with a plateful of curly locks, saying, "Please Mum, here's that ere hair as how you wanted; I've cut it off for yer."

A writer beautifully remarks that a man's mother is the representative of his Maker. Misfortune and crimes set no barriers between her and her son. While his mother lives, man has one friend on earth who will not desert him when he is needy. Her affection flows from a pure foundation and ceases only at the ocean of eternity.