

YOUTH'S CORNER.

THE BITTER FRUIT OF DISOBEDIENCE.

"It blew a tremendous gale last night," exclaimed Mr. Thompson to his son, as he entered the breakfast room; "I fear we shall hear that it has done great damage to the ship."

"Thomas has just told me," replied Lewis, "that there are two brigs on the sands, near the Goodwin Light; and only think, papa, the large vessel that sailed with the evening tide is totally wrecked. She, too, was driven on the sands, but succeeded in getting off; however, she was so much injured that before she could put back again into the harbour, she went to pieces, and almost all on board perished."

"Put on your hat," said Mr. Thompson, "we will walk to the pier; we shall be back before mother is ready for breakfast."

Lewis readily obeyed; not that it was his custom to do so, for like many other little boys, he was very headstrong, and preferred his own gratification to complying with the wishes of his parents—but curiosity now prompted him, and he eagerly accompanied his father.

They soon beheld a dreadful spectacle. The sea was still agitated in a dreadful manner, and the wind continued to blow very strong. All was bustle and anxiety among the sailors and fishermen; and the bodies of several persons lay extended on the pier-head. Lewis shuddered. "O pray, let us go back," he exclaimed. But before his father could make any reply, the attention of both was attracted by the piercing lamentations of a poor woman who was kneeling by the side of a boy apparently about twelve years old, and wringing her hands in an agony of distress.

"O, Ned!" she sobbed, "and is it come to this! O, he would always have his own way; an expression which she repeated several times."

Mr. Thompson turned to one of the spectators, and asked the cause of her words.

"Why, sir," replied the fisherman whom he addressed, "that poor boy who lies there was always a sad wild lad; he was very anxious to go to sea, but neither his father nor mother was willing, for he was their only child, and not very strong; all they said, however, was of no use; nay perhaps it made him still more determined to have his own way; so last night he got on board the Resolution, and sailed before any one knew anything about the matter. His mother was looking for him the whole of the night, almost wild with distress; his dead body has just been hauled up with those other poor fellows."

"Dreadful!" murmured Mr. Thompson.

Unable to endure the scene longer, Lewis grasped his father's hand, and drew him away. He did not attempt to speak a single word as they walked home; and when seated at the breakfast table, his looks showed so much distress that his mother anxiously inquired if he were unwell? Lewis returned no answer, but rising from the table he threw his arms around her neck, and for some minutes wept violently. "O mother," at length he cried, "I have seen such a sight, I have heard such cries, O, I shall never forget them! forgive me for being so sad and obstinate as I have often been; and never, never, I think, will I disobey you again."

Mrs. Thompson looked at her husband for an explanation, which he in a few words gave her.

"Thus," said he, as he concluded his distressing narrative, "thus has God thought fit to punish this breach of his holy commandment, which enjoins us to 'honour our father and mother, that our days may be long in the land.' The sea, at his word, has opened her mouth, and swallowed up the disobedient child, almost in sight of his home; and made his fate an awful warning to all who, like him, are tempted to forget the great and sacred duty they owe to their parents."—Protestant Churchman.

AFFECTING DEATH OF TWO LITTLE BOYS.

At Glasgow, on a Saturday, last month, three young boys, two of them sons of Mr. J. Wilson, builder, Gallowgate, and the other a son of his brother, Mr. Charles Wilson, were lost. As the rest of the family were down the water, the boys' absence occasioned at first no great uneasiness, as it was supposed the youngsters, the eldest of whom was about eleven years of age, had set off to join their mother and the rest of the family. As nothing had been heard of them, Mr. Wilson left home early on Monday morning with the intention of proceeding to Helensburgh, where the family were, to ascertain if the runaways were there. He had not, however, been long away, when a carter, who takes charge of a horse belonging to Mr. Wilson, went to the stable for the purpose of procuring some provender for the animal. The provender is kept in a corn-chest—a box six feet long and about three deep, with three separate compartments, and secured on the outside with an iron hasp, which fits into a staple in the side of the chest. On opening the lid, the man was horror-stricken at finding the three young boys motionless at the bottom of the chest, each occupying one of the compartments. He immediately summoned assistance, and they were taken out; but it was found that two of them, James Wilson, aged eleven, and Charles Wilson, about a year younger, were quite dead, and had been so, apparently, for a considerable length of time. The youngest, a boy between seven and eight years, showed some signs of life, and by prompt medical attendance he gradually revived, so as to be able to state what had led to the melancholy catastrophe. The brothers and cousin had gone into the chest in search of beans, and while so engaged, the lid, which, as has been already stated, is secured on the outside by an iron hasp fitting into a staple, closed on them. In falling, the hasp, as it most unfortunately happened, fixed into the staple, and all the uni-

ed strength of the poor captives was insufficient to enable them to burst the bands of what, truly, proved their tomb. On the side at which the youngest boy was found, the lid did not fit so close as the other parts, and to the limited supply of air which had been admitted through this crevice is to be attributed his preservation. They had endeavoured to support each other's courage as well as they could in their dismal dungeon; and, before giving up hope, one of them broke the blade of a pen-knife in the attempt to make an incision through the side of the chest. After they had exhausted themselves by unavailing shouts and cries which were not heard on earth, they all joined in prayer. This is the last circumstance which the surviving survivor recollects, as he soon after became insensible. To account for no noise having been heard, or no one within call, it may be mentioned that the wood-yard in which the stable is situated is locked up early on Saturday afternoon, and is not again entered till Monday morning.

[Further particulars].—It is melancholy but gratifying to think on the conduct of the poor boys to one another, when placed in their awful position. They endeavoured to support each other's courage as well as possible; they cried, as long as they could, for assistance, but no one heard them, though they were not fifteen yards from the parents' roof. They pushed their heads up so as to raise the lid a little at the end in which Robert, the youngest, was confined; and with a discrimination beyond his years, he fortunately put a marble in the chink to keep it open, which served him, of course, to breathe more freely. James was next to his little brother, being in the mid compartment, where there were some beans, and with the utmost sagacity and consideration, he managed to push through a few of them to his companions in distress to appease their hunger. He directed them not to eat many, for fear of becoming thirsty, and expressed his fears that he would soon die. Before giving up hope, Charles, the eldest, endeavoured to cut a hole in the chest, but in this attempt he cut his hand, and the blade of his pen-knife broke; they then resigned themselves to their sad fate; and after being exhausted with unavailing shouts and cries, which were not heard on earth, they praiseworthy and solemnly repeated portions of the Paraphrases, and finally addressed themselves to the Healer and Answerer of prayer. Charles died first, after bidding his cousins farewell, James then bid his brother good-bye, and spoke of his dear mamma, who would never see him again. He became so faint, he said he had just other three breaths to draw, and requested that Robert would not speak to him. There was a loud heavy breath, in a few seconds another, and in about a minute a deep loud sigh, and death closed his eyes for ever. Robert soon after fell asleep, but he awoke on the Sabbath morning, and heard distinctly the ringing of the bells during the day. He slept occasionally till the Monday morning at six o'clock, when he heard the men about the stable, and tried to make such a noise as should lead to his discovery.—Glasgow Constitutional.

GOD EVERYWHERE.—Lord Craven lived in London when the plague was raging there. His house was in that part of the town since called (from the circumstance of its being situated there) Craven Buildings. On the plague growing epidemic, his lordship, to avoid the danger, resolved to go to his seat in the country. His coach and six were accordingly at the door, his baggage put up, and all things in readiness for the journey. As he was walking through the hall with his hat on, his cane under his arm, and putting on his gloves, in order to step into his carriage, he overheard his negro (who served him as postilion,) saying to another servant, "I suppose, by my lord's quitting London to avoid the plague, that his God lives in the country, and not in the town." The poor negro said this in the simplicity of his heart, as really believing a plurality of gods. The speech, however, struck Lord Craven very sensibly, and made him pause. "My God," thought he, "lives everywhere, and can preserve me in town as well as in the country. I'll even stay where I am. The ignorance of that negro has preached a useful sermon to me. Lord, pardon that unbelief, and that distrust of thy providence, which made me think of running away from thy hand!" He immediately ordered his horses to be taken off from the coach, and the luggage to be brought in. He continued in London, was remarkably useful among his sick neighbours, and never caught the infection.—Topsay's Anecdotes.

A REMEDY, WITH AN OBJECTION TO IT.—General D. was more distinguished for gallantry in the field than for the care he lavished upon personal cleanliness; complaining upon a certain occasion to the late Chief Justice Bushe of the sufferings he endured from rheumatism, that learned and humorous Judge undertook to prescribe a remedy. "You must desire your servant," he said to the General, "to place every morning by your bedside a tub three parts filled with warm water.—You will then get into the tub, and having previously provided yourself with a pound of yellow soap, you must rub your whole body with it, immersing yourself occasionally in the water, and at the end of a quarter of an hour the process concludes by wiping yourself dry with towels, and scrubbing your person with a flesh brush." "Why," said the General, after a few minutes' reflection upon what he had just heard, "this seems to me to be neither more nor less than washing yourself!" "Well," rejoined the Judge, "IT IS OPEN TO THAT OBJECTION."—Dolman's Magazine.

HER MAJESTY'S HABITS OF LIFE. Never certainly were the habitual life and disposition of a Sovereign exhibited to a nation

in more favourable guise than those of Queen Victoria during her sea-voyages. The history of the cruise to Scotland, in our present number, is like those which have preceded it. It displays the chief traveller in the most engaging light. We see her, the ruler of a maritime people, recurring for her holiday pleasures to the enjoyment of the sea; riding the waves with a fearless familiarity that yet has in it nothing unfeminine. The Sovereign is pleased to gratify her people by going among them and reciprocating courtesies. Less reserved than some of her predecessors, Queen Victoria, surrounded by her family, still seems attended by a thoroughly English spirit of domesticity; the manner in which the children accompany their parents, share the walks of their father on shore, and enter into the whole spirit of the voyage, is simply a model of the national manners according to their best type. And while her husband and the children are "stretching their legs" on shore, the accomplished lady is seen with her pencil exercising her talents by sketching the scenery around. These sea voyages and progresses have their practical uses. They make Sovereign and country mutually acquainted. While they familiarise the Sovereign with the aspect of naval life, they set to the people a good example of trust in the native element. Whereas too many crowned personages, forgetting alike the responsibilities of Royalty and of humanity, have wasted their time and health in forbidden pleasures, the Queen of England, mother of a line of Kings, seeks her pleasures from the gracious hand of nature; borrowing renewed vigour for the imperial life-blood of her race from the elements in which they are to maintain the glory of the nation. It is the same with the children, now of an age to share their parents' healthful excursions. The Prince of Wales for the first time joined the tour to the lands whence he derives two of his titles, the Duke of Rothesay and Baron of Renfrew. It is hundreds of years since Scotland saw an infant Duke of Rothesay; such a phenomenon is perhaps totally unprecedented in some of the wilder regions visited. The young Prince and his sister, the Princess Royal, are made to learn the enjoyments of natural beauty; such enjoyments forming a most valuable part of moral education. The excellent training, begun by that estimable woman, the Duchess of Kent, is worthily continued by her daughter in the third generation.—Spectator.

SIMPLE HABITS OF THE LATE KING AND QUEEN OF PRUSSIA.—The bosom friend of the King during his life, was the General von Kokeritz; he was consequently a daily guest at the Royal table, and treated as a member of the family. The Queen had remarked for some time past that the good old man retired earlier than formerly, and sooner than was agreeable to the King, who liked to have his society for some time after the dinner was removed. The Queen asked the reason, but the King merely said, "Let the brave old man do as he likes; perhaps after dinner he prefers repose in private." The Queen, however, with her restless activity, soon found out the reason of his early departure. It had become necessary to the good old soldier, from long habit, to smoke his pipe immediately after dinner, and he retired, therefore, to indulge this, to him, physical necessity. On the following day, when he was as usual excusing himself from remaining longer, the Queen hastened forward, and, with her sweet face full of merriment, placed a well filled pipe, with matches to light it in the hands of Kokeritz, saying, "My good old friend, to-day you don't escape us. You must smoke your pipe with us here. Now then, commence at once." The King cast a glance of affectionate approbation at the Queen, saying, "Dear Louisa, you have done that admirably." The faithful subject accepted the permission to smoke his accustomed pipe with gratitude, and he ever after continued to avail himself of this privilege. The Royal table was served like that of any private gentleman, no article of expensive luxury appeared, because the Sovereign cared little for the pleasures of the table; it was, therefore, something uncommon for the King to ask a guest who was sitting at the table one day, "How do you find the soup?" The guest replied, "I find it now, as I always do when I have the honour of dining here, very good." "Do you not find anything remarkable in it?" "No, your Majesty." "What do you take those webs of thread for?" For vermicelli, your Majesty, for very fine vermicelli paste!" "Charming," said the King, laughing heartily, "paste!" I must tell you something about it. These are Chinese birds' nests, which my sister, the Queen of the Netherlands, sent me as a present. Every nest costs a ducat (ten shillings). Miserable waste, to give so much for such a thing! But people have crochets and birds' nests in their heads sometimes. You are right; vermicelli does quite as well. The poor have not even the opportunity of tasting that."—Memoirs of the Private Life of Louisa, Queen of Prussia, by Mrs. Richardson.

STEAM TO NEW SOUTH WALES.—Lieutenant Waghorn, who for some time has been engaged in organizing a more extended steam communication with our Indian possessions, has just obtained a charter of incorporation for a new company, in conjunction with several eminent merchants. The route to be adopted, and which has been approved by the Board of Admiralty, is by the way of Egypt, Ceylon, Singapore, Batavia, Port Essington in Torres Straits, and thence by Wednesday Island to Sydney. It is calculated that Sydney will then be brought certainly within 64 or 65 days, and probably within 60 days of London, and within 30 of India. The time is thus divided: from London to Singapore, 8,300 miles, 42 days; from Singapore to Port Essington, 2,000 miles,

10 days; and from Port Essington to Sydney, 2,340 miles, 12 days; total, 12,795 miles, to be performed in 64 1/2 days. It is stated that there will be no want of fuel, as a depot can be formed at Port Essington, being supplied from Newcastle, New South Wales, where the coal can be supplied at 7s. to 7s. 6d. per ton, subject to a freight of 20s. to 22s. per ton; and another at Lombok or Batavia, to be kept up from the mines of Luban or Borneo, or from Calcutta.—North British Mail.

RAILWAYS.—The House of Commons, on the 11th of May, directed returns to be prepared, on Motion of Captain Gladstone, showing the number and description of persons employed in all railways in England, Wales, Scotland, and Ireland, respectively, on the first of May last, which were then open for traffic or were in course of construction at the time. Those returns were made to Parliament on the 28th of June and then directed to be printed. They have now been issued by order of the House of Commons, and occupy nearly eighty folio printed pages. The results of these elaborate returns may be thus stated. It appears that on the 1st of May in the present year, there were open for traffic in the United Kingdom 3,503 miles of railway, with no fewer than 1,010 stations. The number of secretaries or managers and treasurers to these various lines (74 in number) was 121; and there were engaged on the same 99 engineers; 320 superintendents; 91 storekeepers; 160 accountants and cashiers; 100 draughtsmen; 3,132 clerks; 823 foremen; 2,969 engineers or drivers, and assistant engineers or firemen; 1,163 conductors or guards; 10,800 artificers, and 1,011 switchmen. There were likewise employed on the same railways 8,576 police-men, porters and messengers; 1,118 platelayers, 12,493 labourers; 407 gatekeepers; 151 waggons; 49 breaksmen; and 250 men with miscellaneous employment. Thus, the grand total number of persons employed on May 1, on the railways open for traffic at that date in the United Kingdom, was no fewer than 47,218.—The number of persons employed on lines and branch-lines in course of construction at the same date, was 250,000. Thus the surprising number of 307,217 persons was at that time employed on railways in Great Britain and Ireland.

RELEASE OF THE GREAT BRITAIN.

From the European Times. "When the Great Britain was cast ashore, Captain Hosken, who acted as commander, did all that his ingenuity could devise to restore his noble and magnificent ship to her native element, but all proved unsuccessful. Subsequent preparations were made to refloat her, all of which were the work of time, much labour, and capital, but as the readers of our paper are fully aware, did not succeed in effecting the desired object. For some time past Mr. Bremner, an engineer of great scientific skill, had been preparing floats and other apparatus, by aid of which he proposed to set the ship at liberty; and in order to put his plan into operation, the spring tides, that took place in the course of last week, were selected for the purpose. The Admiralty had kindly allowed two of her Majesty's war steamers, the Birkenhead and Scourge, to go round to Dundrum, well manned, to render all necessary assistance and tow her off. Both Steamers arrived in the bay in the course of Tuesday, August 24th.

The stern of the Great Britain was lying seaward, and its position just as it had been for some time past. A large chain cable was drawn right round the vessel, a little above the keel, to which the combs and boxes were attached that had been used as auxiliaries for raising the ship. Four large cables were also attached to this chain, and made fast to the anchors of the Birkenhead, which lay about 400 yards to the eastward, and also to the bower anchor of the Great Britain herself. "The crew of the Scourge, and a party of marines belonging to the same vessel, were on board, and rendered important aid. Two sloops were placed on each side of the vessel, amidsthips, on which short logs were placed crossways, the ends of which pointed under the bilge of the vessel; on these logs shores were placed in an inclined position, and made fast at the bulwarks of the vessel, so that, as the sloops were raised with the flowing of the tide, the ship was also raised. "On Wednesday, when the pumps, ten in number, had mastered the leaks, the Birkenhead, with full steam up, made an attempt to haul the Great Britain off; but in consequence of some of the beams, to which we have alluded, having given way, the attempt failed, when the ship had only been moved 16 feet. On Thursday a second attempt was made to haul her off, but it also proved unsuccessful, as she was making more water than usual, in consequence of some holes which had been pierced in the bottom. These holes having been closed, and a large mast pump, capable of throwing out three tons of water in a minute, being brought into operation, the grand attempt was made on Friday, when the crew of the Scourge, under Commander Coffin, and about 120 men, all under the directions of Captain Claxton and Mr. Bremner, commenced operations in right earnest. As soon as the vessel began to rise with the tide, and attain a floating position, the men at the capstan commenced to warp her off, hauling on the anchors of the Birkenhead and on her own best bower. At half-past 11 o'clock she was moved 80 fathoms, or 480 feet to seawards, and was left in a position to float at even neap tide. "When the tide receded, the whole of the vessel visible was examined, and it was found that a number of rivets had been displaced, but that no greater injury had been sustained. The holes were all stopped, and thus the leakage of the ship was greatly diminished. When the

vessel's safety was fairly placed beyond question, Captain Claxton, who is one of the best natured, kind, and jolly-hearted mariners we have had the pleasure of meeting, took his stand upon the quarter-deck, called all hands aft, and proposed three cheers, and one cheer more, for the Great Britain, which was responded to by the most deafening shouts; after which three cheers were given in succession for the Queen, Prince Albert, Great Britain, Ireland, and Lady Malto Montgomery, of Tyrella, who had shown so much kindness to the passengers when the Great Britain went ashore. Three cheers were likewise given for Lord de Roos and Lord Roden, both of whom had been most attentive in rendering assistance. Similar compliments were paid to Captain Claxton, Mr. Bremner, Captain Fisher, of the Coast Guard, and for the Birkenhead and Scourge."

From Dundrum Bay the Great Britain proceeded to Belfast Lough, where Captain Claxton shipped labourers to work the pumps, and started for Liverpool, in tow of the Birkenhead, on the evening of the 29th of August. On the following day she arrived at her port, having gone at the rate of 6 1/2 knots an hour. The account proceeds thus:

"We must confess that the general appearance of the Great Britain surprised and agreeably disappointed us. We expected to see a vessel so shattered and weather-beaten after the storms and harsh weather which she has had to encounter, that few, if any, would succeed in recognizing her. But such was not the case. Her hull appears as perfect, almost as free from damage or defect, as when we first saw her enter the Mersey amid the rejoicing of tens of thousands, or witnessed her departure for America accompanied by the good wishes of enthusiastic multitudes. The red streaks upon the hull are certainly less fresh to the eye than they were twelve months ago; the tar upon the iron sides of the vessel exhibits something of a browner hue than it did then; but the exclamations from every one who saw her before, and who now saw her again, were—"how well she looks!—how little the change!—how splendid her appearance!" From the time that the Great Britain appeared in sight the river presented a gay and attractive appearance. The various river steamers, piled up and down, and frequent peals of cannon gave the ocean Leviathan a hearty welcome to our port once again. All the vessels in port hoisted their flags, and the numbers of gaily decorated steamers, as well as large and small craft, which appeared upon the bosom of the Mersey, manifested clearly enough that their owners and commanders rejoiced that the noblest of all steamers that ever swept across the broad Atlantic was again aloft. "The war steamer Birkenhead having left its important charge along the Prince's Pier, proceeded to the Sloyne, after which, with the assistance of some of the tug-boats, the Great Britain was warped into the Prince's Basin, and placed on the gridiron, where she now lies."

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