

Youths' Department.

A SHORT FIRESIDE STORY ABOUT HONESTY.

One evening a poor man and his son, a little boy, sat by the wayside, near the gate of an old town in Germany. The father took a loaf of bread which he had bought in town, and broke it, and gave half to his son.

"Not so, father," said the boy; "I shall not eat until after you. You have been working all day, for small wages, to support me, and you must be very hungry. I shall wait until you are done."

"You speak kindly, my son," replied the pleased father. "Your love to me does me more good than my food; and those eyes of yours remind me of your dear mother, who has left us, who told you to love me as she used to do; and, indeed, my boy, you have been a great strength and comfort to me, but now I have eaten the first morsel to please you, and it is your turn now to eat."

"Thank you, father; but break this piece in two and take a little more; you see the loaf is not large, and you require much more than I do."

"I shall divide the loaf for you, my boy; but eat it, I shall not; I have abundance; and let us thank God, for His goodness, in giving us food, and in giving us what is better still, cheerful and contented hearts. He who gave us the living bread from Heaven to nourish our immortal souls, how shall He not give us all other food, which is necessary to support our mortal bodies?"

The father and son thanked God, and they began to cut the loaf in pieces, to begin their frugal meal. But as they cut one portion of the loaf, there fell out several large pieces of gold, of great value. The little boy gave a shout of joy, and was springing forward to grasp the unexpected treasure, when he was pulled back by his father.

"My son, my son!" he cried, "do not touch that money, it is not ours."

"But whose is it, father, if it is not ours?"

"I know not, as yet, to whom it belongs, but probably it was put there by the baker through some mistake. We must inquire. Run—"

"But, father," interrupted the boy, "you are poor and needy, and you have bought the loaf, and then the baker may tell a lie, and—"

"I will not listen to you, my boy; I bought the loaf, but I did not buy the gold in it. If the baker sold it to me in ignorance, I shall not be so dishonest as to take advantage of him; remember Him who told us to do to others as we would have others do to us. The baker may possibly cheer us; I am poor, but that is no sin. If we share the poverty of Jesus, God's own Son, Oh! let us share, also, His trust, and His love, and His goodness in God. We may never be rich but we may always be honest. We may die in starvation; but God's will be done, should we die in doing it. Yes, my boy, trust in God, and walk in His ways and you shall never be put to shame. Now run to the baker, and bring him here; and I shall watch the gold till he comes."

So the boy ran after the baker.

"Brother workman," said the old man, "you have made some mistake, and almost lost your money," and he showed the baker the gold, and told him how it had been found. "Is it thine?" asked he. "If it is, take it away."

"My father, baker, is very poor, and—"

"Silence, my child; put me not to shame by thy complaints. I am glad we have saved the man from losing his money."

The baker had been gazing alternately at the honest father and the eager boy, and the gold which lay glittering on the green turf. "Thou art, indeed, an honest fellow," said the baker; "and my neighbor, David, the flax dresser, spoke the truth when he said thou wert the most honest man in the town. Now, I shall tell thee about the gold. A stranger came to my shop three days ago, and gave me that loaf and told me to sell it cheaply or give it to the most honest poor man whom I knew in the city. I told David to send thee to me as a customer this morning; as thou wouldst not take the loaf for nothing, I sold it to thee, as thou knowest, for the last penny in thy purse, and the loaf, with all its treasure—and, certainly, it is not small; it is thine, and God grant thee a blessing with it!"

The poor man bent his head to the ground, while the tears fell from his eyes. His boy ran and put his arms around his neck, and said:—

"I shall always, like you, my father, trust God, and do what is right; for I am sure it will never get us to shame.—*Edinburgh Christian Magazine.*

Selections.

THE ATLANTIC TELEGRAPH CABLE.—Below will be found a diary kept by a correspondent of the *New York Journal of Commerce*, showing the progress from day to day of the work of laying the telegraph cable, and explaining to the comprehension of the most obtuse capacity the cause of the failure. It seems incomprehensible that with the experience already acquired in the use of breaks they should not have been abandoned, and the speed of the ship increased. This, it would seem, had been proved to be an effectual means of preventing waste. Experience is a dear teacher, but her lessons may prove cheap in the end. A very large portion of the telegraph cable has been saved, and it may be safely assumed that, looking upon the late trial merely as an experiment, the experience of the past has made the ultimate success of the work more certain.

U. S. FRIGATE NIAGARA, AT SEA, lat. 52° 30' N., long. 17° 30' W., Tuesday, August 11, 1857.

I promised to send you an account of the laying of the Atlantic Telegraph cable, and as the first attempt to submerge it has failed, I write to tell you how far we were successful, and why we failed.

Monday, August 8. We got on board ten miles of the stern end of the cable, which was about six times the size of the deep water wire, to be landed amongst the rocks on the coast of Ireland. About 7 p. m. we steamed out of the Cove of Cork, in company with U. S. Steamship *Susquehanna*, H. M. ships *Agamemnon* and *Leopard*, for Valentia Bay, whither H. M. steamer *Cyclops* had preceded us.

Tuesday, Aug. 9. In the forenoon we arrived off Valentia Bay, and having several miles of defective cable on board, we experimented with the machinery which had been put up for veering out the cable. This machinery, which has been before described, consists principally of a set of wheels with grooves in them, for the reception of the cable, and brakes to the wheels, to check them when paying out too rapidly. It did not take long to break or part this experimental cable three times, and the result was to throw a doubt over the whole enterprise, and change the hopeful glee which animated us all on board the *Niagara* into a gloomy despondency. It was painfully evident that the grooves or scores in the wheels were not deep enough, as the cable surged out of them, became jammed, and of course parted. We also much feared the power of the brakes, which the engineer seemed too ready to apply. In the afternoon we went into the bay as far as we could with safety, and anchored one and a half miles from where the end of the cable was to be landed.

Wednesday, Aug. 10. In the afternoon, with a steam tug chartered by the Telegraph Company, and Her Majesty's tender *Adviso*, and the launches of the *Susquehanna* and *Leopard*, the end of the large part of the cable was taken on shore, where a trench had been dug to lay it in, and posts driven to secure it to. The Lord Lieutenant of Ireland, the Earl of Carlisle, stood on the beach and received the officers very politely; and when the end was landed and carried up by the *Susquehanna's* and *Niagara's* tars, the greatest enthusiasm prevailed among the large concourse of people assembled to witness the event. The Lord Lieutenant made an address, the chaplain prayed for success, and hearty cheers were given for England, America, and "Ould Ireland." Your correspondent was present, but could not join the hopeful throng; my mind was filled with doubt and anxiety. My faith had been shaken. We embarked at night—it was dark and rainy, and all looked forward to the morrow with mingled feelings of hope and fear.

Thursday, Aug. 11. Got underway at 5 A. M., and commenced paying out the large cable. In less than an hour the cable slipped off the wheels, jammed and parted. Sent the steam tug and launches to under-run and buoy the end of the cable—this ship and the others standing off and on the harbor. At sunrise, returned to our former anchorage. The boats succeeded in getting the end, and buoying the cable.

Friday, Aug. 12. Spliced the recovered end of the cable, with the broken end on board. At 7.25 P. M., got underway and commenced paying out again. The only difficulty occurred about 11.30 P. M., when the splice of the large and small cable was going out. It was found defective and luckily caught when on the wheels, near the stern. This difficulty was surmounted and precautions taken to keep the cable in the grooves by lashing iron and wooden bars across the tops of some of the wheels—but there were two wheels nearest the stern, with regard to which no pre-

caution was taken, and these two afterwards gave us trouble. For the remainder of the day everything worked smoothly, and confidence was in some degree restored. Wind North—sea pretty smooth—communicating constantly with Valentia by telegraph.

Saturday, Aug. 13. Everything working well at noon; had paid out forty and a half miles of cable, and made good a distance of thirty nine miles from the landing at Valentia. Wind northwest, sea smooth, lat. 52 deg. N., long 11 deg. 16 min. W., squadron in sight, telegraph sinking well.

Sunday, Aug. 14. Lat. at meridian 52 12, long. 13 01. Distance made good, sixty-four miles; cable run out, ninety five miles; ship going very slow, and the cable wasted by drifting. At 5.20 P. M. increased the speed to five knots, and found the cable go out better with scarcely any waste. Wind S. and W.; moderate swell; squadron in sight.

Monday, Aug. 15. Fresh wind from S. W.; considerable sea on; cable going out finely at from four to five knots. At meridian, lat. 52 28 N., lon. 16. Distance made good, 111 miles; cable paid out 118½; but little waste. In the afternoon all continued to go well until 6 o'clock, when, as a splice was going over the wheels, the cable surged out of the grooving and put it in imminent danger. The ship was stopped and backed, and the cable got round the wheel again, and all went on well until 8.45 P. M., when a like accident occurred. It was again remedied at 10.30. The electricians reported the continuity broken—no signals having been received for two hours and a half.

Tuesday, Aug. 16. Continuity was again established; telegraph working well, but at 3.45 A. M., the brakes being applied heavily, with a strain of 3500 lbs., the stern of the ship went down into the hollow of the sea—the machinery stopped, and when the stern rose on the next sea, the cable snapped, and our work all lost.

The feelings of all can be easier conceived than described. Blank looks and dismayed countenances met one on every hand. The unbidden tear started to many a manly eye. The interest taken in the enterprise by all, every one, officers and men, exceeded anything I ever saw, and it is no wonder there should have been so much emotion at our failure. We had laid down three hundred and thirty-four miles of the cable. That fact alone demonstrates the practicability of laying the whole.

The machinery has been the sole cause of the failure—its own intrinsic defects and the want of due caution in applying the brakes. Had the engineer allowed it to run freely, some cable would have been wasted; but the whole would have been laid, and England and America united. That it will still be done I have not the slightest doubt; but this company must manage their affairs differently. The whole thing has been miserably botched from beginning to end. There has been no forethought; no practical common sense; no head, and but little design. The *Niagara* was ordered to the wrong place at first, and no plans for putting the cable in had been sent to America, to see if she was fitted for the work. The two halves of the cable were differently laid up—the one right handed, the other left—and many other egregious errors were committed. The engineer was without any nautical experience, and apparently incapable of seeing what would be the effect of a check of 3500 lbs., which might by the momentum of the ship, be increased to thousands of tons in an instant.

Alas! we are the victims of engineers and machinery. We are now going to Cork, I believe, to make another trial, in which may God grant us success.

Mr. Charles T. Bright, Engineer to the Atlantic Telegraph Company, publishes the following card:—

"Sir—I feel it my duty, before leaving the *Niagara*, to state that I do not attribute the fracture of the cable to be in the least degree attached to any one connected with the ship; on the contrary, I must take the opportunity of expressing, on the part of the company, the great obligation we are under to yourself, your officers and men. And I shall esteem it a favor if you will thank them on my behalf for the never-failing zeal and attention which have been so universally displayed in our cause. I am, sir, your most obedient servant."

AN IMPORTANT AND CANDID ACKNOWLEDGMENT.—Bishop HORN, in his "essays and thoughts on various subjects," has the following statement:—
"David Blondel's book is a magazine for the writers against Episcopacy. It was drawn up at the earnest request of the Westminster Assembly, particularly the Scots. It closed with words to this purport.—'By all that we have said to assert the rights of presbytery, we do not intend to invalidate the,