

YOUTH'S CORNER.

A VERY ALARMING SITUATION.

Two Frenchmen were travelling on horseback in the island of Sicily, where they found the inhabitants to be any thing but well pleased with the people of France; they became rather uneasy on discovering that they had mistaken their way and would not be able to reach their intended night's lodging before dark, and that there was no choice for them but they must put up at a solitary house in the forest beyond which it would be impossible for them to proceed that night. They found the place inhabited by people engaged in burning charcoal: an old couple was surrounded by a dozen men who looked exceedingly fierce, and every thing in the place had a gloomy, threatening appearance.

The older of the two travellers quietly resolved to keep awake all night, but he said nothing of it to his companion, who was exceedingly tired, and soon forgot his fears in a sound sleep. A clean, but very rough kind of bed had been assigned to the two strangers in the loft which was connected with the dwelling-room by a ladder, and had no door or fastenings for security. The people of the house had, indeed, received their guests with every appearance of kindness, but the elderly Frenchman's suspicions were excited by a variety of circumstances, and among the rest he was alarmed to find that the old couple kept awake in much consultation, talking in a low voice, and sometimes listening as if to know whether the strangers were quite still and fast asleep. He heard the woman ask the question: Oh, do you really mean to cut the throats of both of them? and the old man answered: Don't let it grieve you for the young one—it may be months before we have such company to serve again.

Soon after this, the old man was heard to sharpen a knife: he came climbing up the ladder, as noiselessly as possible—the woman followed him just so far as to let the light from her lamp shine into the loft: the watchful Frenchman saw the old man approaching the bed with a large carving-knife in his hand; he stretched forth his arm and seized—

Well, he just seized a large ham which was hanging over the bed, and cut from it two huge slices, handed them to his wife, and then descended the ladder as silently as he had come up. The Frenchman was so much relieved by this unexpected issue, that he fell into a sound sleep and did not awake until the music and odour of the ham on the frying-pan roused his slumbers. The two guests found the table spread for them in rude abundance: there was the ham, and there were two fat capons ready dressed. One of the two was cut up to serve for their breakfast, and the other, they were told, was to make a luncheon for them on the road, as they had got so far out of their way, that they would not reach their next resting-place in good time for dinner. One of the capons was "the young one" whom the old woman was rather reluctant to deliver up to the knife.

Thus the two travellers found, under very alarming appearances, the most unexpected manifestation of kindness and hospitality.

HISTORICAL SKETCHES.

SIR FRANCIS DRAKE, the celebrated navigator and distinguished admiral, was the son of Edmund Drake, a sailor, and was born near Tavistock, in Devonshire, in the year 1545. He was brought up under the care of his kinsman, Sir J. Hawkins, and soon embraced the profession in which he afterwards so much distinguished himself. He commenced his nautical career in the Merchant service and, at the early age of eighteen, was purser of a ship trading to Biscay. Four years afterwards he had obtained the command of a ship and, being in the Gulf of Mexico along with his uncle Sir John Hawkins, Drake behaved very gallantly in the actions which took place against the Spaniards, and returned to England with a high reputation. He did not remain long idle, for in 1570 he set off with two vessels on an expedition against the Spanish possessions in the West Indies; the Spaniards and the English being then unhappily at war. In the following year he made another expedition, and again another in 1572, all against the same quarter. These expeditions were not ordered by the Government, although they were permitted. They were in fact a kind of private speculation where those who joined the undertaking expected, by going through certain hardships and dangers, to obtain great wealth from the gold and silver of which America was then supposed to be full. And in most cases they were not disappointed, but returned with much booty. In these expeditions Drake was much assisted by a nation of Indians who were hostile to the Spaniards. Their chief, named Potito, admiring a cutlass which Drake wore, the latter presented it to the chief, upon which he in return gave Drake four large wedges of gold. Drake threw these into the common stock, saying "Those who bear the charge of so uncertain a voyage on my credit, should share the utmost advantage the voyage produced." His success and honourable behaviour to his owners gave him great

credit. Soon after, he fitted out three frigates, and served as a volunteer on the coast of Ireland. Upon his return he was introduced by Sir Christopher Hatton to Queen Elizabeth. Drake now proposed to make a voyage to the South Seas, through the Straits of Magellan, so called after a Spaniard who had a short time before discovered their existence. My young readers must consult their maps to see their situation. This project, which had never been attempted by any Englishman, was well received; the Queen furnished the means, and volunteers came in readily. He only had five small vessels and 161 men, and with these he set sail on the 13th Decr. 1577. After a good many delays, on the 20th of August he entered the Straits of Magellan which he passed through on the 25th of the following month. He then sailed along the western coast of America, until he reached the 48th degree of north latitude, trying to discover a passage back into the Atlantic, but without success. Before leaving, he landed and called the country New Albion, taking possession of it in the name of his Sovereign, after which he departed and reached Plymouth on the 3rd of November 1580, having sailed round the world in about two years and ten months. Queen Elizabeth visited his ship soon after his arrival, and conferred on him the honour of knighthood. The ship in which he made his voyage was ordered to be preserved, and at last, when it was going to decay, a chair, made out of the planks was presented to the University of Oxford. Sir Francis Drake behaved with his usual skill and gallantry upon several subsequent occasions, and when the great Spanish Armada was threatening the English shores, of which a more particular account is given in the sketch of Lord Howard of Effingham, Drake was appointed Vice-Admiral under that distinguished commander, and contributed much to the overthrow of the Spanish fleet.

He continued to be actively employed until the end of his life, and died on board his ship on the 23rd of Jan'y. 1595, much lamented by the nation.

ADMIRAL BLAKE.—Robert Blake acquired great renown during the time when Oliver Cromwell governed England under the title of Protector. He was born in the year 1589 at Bridgewater in Somersetshire and finished his education at the University of Oxford, where he obtained the degree of B. A. During the civil wars which soon after broke out, Blake attached himself to the party opposed to the court, and behaved with much courage; still he was unwilling to bring the King to trial, and declared the measure illegal. In the year 1652, he was appointed sole admiral, and entirely defeated the Dutch fleets in three successive engagements, where the latter lost eleven men of war, thirty merchantmen and 15,000 sailors. Besides his victories over the Dutch Admiral, Blake chastised the insolent privateers of Tripoli, Tunis, and Algiers, obliging them to restore the goods and prisoners, which they had taken; and by his bold and resolute conduct here and elsewhere sustained the honour of the English flag and caused it everywhere to be treated with great respect. His last action was a most successful attack on the Spanish fleet at Santa Cruz in April, 1657. In the summer of the same year, finding his health failing, he returned to England, and died on the 27th of August, just as he was entering Plymouth Sound. He was buried, at the public expense, in Westminster Abbey. GS.

LORD RODNEY is another of the commanders distinguished in the history of the British Navy. He was the son of a naval officer in much favour with King George I., and his father received an early promise of promotion for the boy, if he were brought up to the Navy. In 1751, when he was only thirty-three years old, he had advanced to the rank of Commodore, and in the course of the war with France which broke out soon after, he became Rear-Admiral, and it was found that he was not undeserving of the rapid promotion he had obtained. He took the island of Martinique in 1762, and was highly honoured for his important services; but in his private life he was so extravagant that he was obliged to live in France in order to be out of the reach of his creditors: the vice of gambling caused him his greatest difficulties.

When France took part with the American Provinces in the revolutionary war, naval commanders of reputation were so much wanted, that Rodney's services were sought, and so much the more, as the French King would have been very glad to give him employment; which, however, the British seaman indignantly refused. Arrangements were made with his creditors, and he went to sea in command of a squadron with which, in the year 1780, he took nineteen Spanish Transports, and soon after obtained the victory over the Spanish fleet and greatly relieved the hard pressed garrison of Gibraltar under General Elliot (see last BEREAN). He continued rendering great services in the war, the last of which was his victory over the French Admiral Count de Grasse whom he took prisoner, in 1782. Peace was concluded soon after, Rodney was advanced to the peerage by the title of Baron Rodney of Stoke, and promoted to the rank of Vice Admiral. A pension of £2000. was settled upon him and his two successors. He died in the year 1792. HSL.

PROVIDENTIAL ESCAPE.

HONESDALE, Jan. 15, 1846.

On Monday morning last, about nine o'clock, an accident occurred in the coal mines of the Delaware and Hudson Canal Company, at Carbondale, which has produced considerable excitement in the community. A large portion of the hill or mountain into which the mines extend, following the law of gravity, suddenly descended on the honey-comb cavities within its bosom, burying all the unfortunate individuals, within its reach. Very many acres descended in a mass; and so great was the pressure of the atmosphere, occasioned by this descent, as to shoot out from the mouth of one of the mines, as from a cannon, a train of ears with a horse and a boy, throwing them to a considerable distance. Think of a bellows moved by mountain power, and you will form a very correct idea of the blast. Painful to relate, fifteen individuals were beneath the descending mass, only one of whom has had the good fortune to escape; and his adventures exceed every thing on record. The remaining fourteen are buried alive, if not crushed, and may be now hopelessly wandering in those gloomy caverns, beyond the reach of human aid, and shut out forever, in all probability, from the light of day.

To present a distinct idea of this occurrence, I must first give a brief description of the mines, and the manner of working them. There are several openings to the coal, which are numbered as 1, 2, 3, 4, &c; two of them are above the bed of the Lackawana, and the others are below it. These openings are holes in the side of the hill about six feet by eight, and are the main entrances to the mines. From these mouths are roads leading into the interior of the mountains, following the dip of the coal, sometimes ascending and sometimes descending. The extent of the mining operations will be perceived from the fact that there are thirty-five miles of railroad laid underground, in the bosom of the mountain, including the main roads with all their ramifications.

The coal lies in a horizontal stratum of from four to six or eight feet in thickness, between strata of slate. The method of mining is, to cut out and remove the coal, leaving only piers of it to support the bill above, aided by wooden props made of sections of trees, cut of a suitable length. As fast as the coal is removed, the lateral branches of the road are abandoned, and the main avenues pushed on to the coal beyond. In this way the coal has been removed for a mile and a half under the mountain, and the roads extend that distance. About a mile from the mouth of mine No. 1 an air-hole was cut to the surface, up an inclined plane, by which access could be had to the surface of the earth, and down which props were taken. The excavation for coal extends half a mile or more beyond this opening. It was in this vicinity that the accident occurred, and by closing the mouth of this passage cut off all hope of escape to those within, in this direction.

As fast as the coal is removed, no particular care is taken to support the mass above, in the chambers which are abandoned; the props are left to decay that the rock and earth may gradually settle down and fill up these cavities, as it has done in former instances; but care is taken to guard the main avenue to the coal from being thus obstructed. The coal lies beneath a mass of slate; above the slate is the sand stone rock, and above this are the gravel and soil. I have often noticed, in passing through the mines, that many of the ends of the props, which support the slate above, were shivered like a broom, from the vast pressure on them; and I never saw this indication without thinking what might happen, should the mass from above take a notion suddenly to descend, and always breathed easier when I had passed through the mines and emerged to the light of day.

Symptoms of the working of the mass above had been for some time observed; and these symptoms had greatly increased for a few days previous to the catastrophe. Every thing was done which could be done in these circumstances to avert danger. No one supposed it possible that the rock above would prove so firm, or that it would settle suddenly or in a mass.

Only a few of the workmen, of whom there are nearly four hundred employed in the mines, had gone in on Monday morning, when Mr. Clarkson, the superintendent, discovered the ominous appearances, and immediately set some hands to work in propping up the slate. On coming out of the mines, about 8 1/2 o'clock, he met Mr. John Hosie, (who is well known on the Croton water works as one of the ablest masons, and who has been in the Hudson and Delaware Canal Co's employment for about a year, preparing himself to take charge of the new mines to be opened below Carbondale,) and told him that he had better wait till he could go with him, and they would examine the mines together.

Mr. Hosie went on, however, into No. 2, intending to join Mr. Clarkson presently, and had proceeded about a mile when instantly the mountain over his head descended with an awful crush of every thing which opposed its progress, and shot down over him, filling up the road with crushed coal and bending him double, leaving not a foot of space be-

tween the solid mass above and the crushed coal below. The distance descended was the height of the mine, or from six to eight feet. So great was the pressure of the air that it produced a painful sensation as if some sharp instrument had been thrust into his ears. All was total darkness, every light in the mine being instantly extinguished. Ever and anon the thunder of the falling masses roared through the caverns. After waiting a suitable length of time for the rocks to cease falling, Mr. Hosie began to remove the loose material around him and to creep. He tried one way and it was closed. He then proceeded in the other direction; and after nine hours incessant toil, creeping, removing loose coal and slate, and squeezing himself past obstacles, he made his way into the open mine. Here he tried to strike a light, but his matches had become damp and would not ignite. He then felt around him and discovered by the railroad that, instead of making his way out, he had gone farther into the mine, and was cut off from a return by the mass which had settled down upon the road. He then bethought him of the air hole, and attempted to reach it; but that passage had been crushed in and closed. Being in the vicinity of the mining operations, he found some powder and spreading it on the floor, endeavoured with a pick to ignite it, but could not. He found also a can of oil, which he reserved in case of necessity to use for food.

All was total darkness, and the part of mountain over him was also settling, throwing off huge pieces of slate and exposing him to imminent danger at every step; for but a part of the mass above had come down at once, and the other seemed likely to follow. Sensible of his danger, Mr. Hosie protected himself as well as he could; he wound up his watch, and felt the time by the hands. He also with a piece of chalk wrote in different places his name and the hour when he was at certain points. Being in total darkness, however, he missed his way, but was enabled through his acquaintance with the mines to set himself right. He first tried to reach No. 1, but after toiling to that road, found that it also was crushed in. His only chance seemed then to proceed at right angles with the main arteries of the mines and pass over to No. 3, and this he laboured to do in accordance with his best judgment.

At one time he passed through a narrow entrance into a chamber, and in endeavouring to creep out on the other side, he was caught in a narrow place by the hill above settling down upon him, and remained in this position an hour, expecting to die there. But another settling of the mass crushed out some of the materials around him, and he was enabled to free himself and draw back into the chamber of the mine. In returning, however, to the hole by which he had effected his entrance, he found to his dismay that all was closed; and he was compelled to hunt a new passage and finally to dig his way out with his hands.

Thus, after working for more than thirty six hours, he at length reached No. 3, where he rested, and then when the hill had partially ceased its working, proceeded toward the mouth of the mines. On his way he met Mr. Bryden, one of the superintendents, who, with his men, was exploring the cavern with lights, in search of him; and at about five o'clock in the morning he emerged to the light of day, having been given up as dead, and been incarcerated in utter darkness beneath a settling mountain for forty-eight hours.—Mr. Hosie told me many of these particulars, and the others I gleaned from the principal officers of the company, to whom they were narrated.

At one time Mr. Hosie saw lights at a distance, but they soon vanished. They were the lights of men in No. 3, seeking for him. These lights however assured him that he was pursuing the right course.—Mr. Hosie's hands were scratched and cut up by working, so as to be completely covered with sores. He never for one moment lost his self-possession, and to this fact, added to his tact and perseverance, is to be ascribed his deliverance.

There were about forty men in the mines when the catastrophe occurred, and the twenty six who escaped owed their preservation, in a great measure, to Mr. Bryden, one of the superintendents, who conducted them out with great coolness and self-possession, while portions of the hill, others than those which first fell, were settling down around them. Learning that one poor Irish labourer, who had been struck down by a slate, was left, with his leg broken, he went back alone and brought him out. Sometimes he was compelled to creep, and draw the man after him, through crevices which were soon after closed by the settling of the hill. In two hours more the whole had shut down, so that if he had been left, his death would have been inevitable. Thanks to Mr. Bryden for his coolness, intrepidity and humanity.—Letter from the Rev. Mr. Rowland, in the New-York Commercial Advertiser.

FOR SALE, English Linseed Oil, Imported French Burr Stones, this London Bottled Porter, season. WELCH & DAVIES, No. 2, Arthur St. Quebec, 26th May, 1845.

NOTICE. THE undersigned has been appointed Agent for the FETINA INSURANCE COMPANY, of Hartford, Ct., and is now prepared to take risks against Fire.—This office has now an Agency in Montreal, which has been in operation for the last 20 years, has been always prompt and liberal in settlement of losses. Such being its character, the undersigned looks for a portion of the public confidence and patronage. DANIEL MCGLE, Hunt's Wharf, Quebec, 7th July, 1845.

SIGHT RESTORED. NERVOUS HEADACHE AND DEAFNESS CURED, BY THE USE OF GRIMSTONE'S EYE SNUFF. Patronized by the ROYAL FAMILY OF Great Britain. For its efficacy in removing Disorders incident to the EYES AND HEAD.

THE FORCERS, 14th Decr. 1844. This Scientific Medical Reviewer made the following critique on GRIMSTONE'S EYE SNUFF, demonstrating its powerful influence on those delicate organs, the Eye and Ear. GRIMSTONE'S EYE SNUFF.—Perhaps there is no one thing that has effected so much good, and that in so pleasant a manner, as Grimstone's Eye Snuff; and we are really surprised that it has not commanded more attention from the medical profession, for although we are aware that some eminent professors of the medical art have taken advantage of its usefulness, there are many who, however they might be convinced of its utility, prescribe it not because it is a simple remedy that might, on a future occasion, be resorted to without their aid. Independently of its usefulness in removing pains in the head and inflammations of the eye, it is a pleasant stimulus to the nose, so that those who use it combine pleasure with profit, and we can scarcely understand how snuff-takers can forego its advantages for compounds that in many cases possess only the recommendation of being foreign. We would recommend every one requiring its aid to try Mr. Grimstone's Snuff, and we feel convinced that they will be grateful to Mr. Grimstone for the talent he has displayed in forming his excellent compound, and to ourselves for calling their attention to it.

Other Testimonials can be seen. The Wholesale and Retail Agent for Canada has just received a fresh supply per *Zelus*. THOMAS BICKELL, Grocer and Importer of China, Glass and Earthenware, St. John Street, Quebec.

MONTREAL TYPE FOUNDRY. TO THE PRINTERS AND PROPRIETORS OF NEWSPAPERS IN CANADA, NOVA SCOTIA, &c. &c.

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