

**Light Houses in Mid-Ocean.**

One of the boats which left the sinking steamer *Hibernia* has reached the coast of Ireland, after a voyage of nearly 700 miles. Of the twenty-eight persons who embarked in her only three survived to reach the land. The sufferings of these unfortunate people make one wish that places of refuge could be established in mid-ocean for the benefit of shipwrecked men, and ought to raise the question whether the establishment of such places would be absolutely impracticable. Many years ago, the brother of Professor S. F. B. Morse proposed a plan for laying a submarine telegraph the chief feature of which consisted in the establishment of stations in the Atlantic, at intervals of twenty or thirty miles apart. The author of this plan contended that large iron buoys could be anchored below the surface of the ocean, out of the reach of currents or surface storms, and used as foundations on which lighthouses could be built. Visionary as this plan seemed at the time when it was promulgated, we are now too accustomed to scientific miracles to regard it without some consideration. No one will deny that such a buoy as the one suggested could be made and anchored. Where, then, would be the impossibility of building a superstructure upon it capable of resisting the action of the winds and waves? Such a structure would not be subject to greater violence than is the Eddystone lighthouse, and the slight lateral motion which the buoy would permit would greatly increase its power of resistance. As a project for facilitating the laying of a transatlantic cable this plan, is now, of course, of no consequence; but could the proposed oceanic lighthouses be constructed, their benefit to mariners would be incalculable.

—An American captain named Robins and a man named Raynard bought a vessel called the *S. D. Bailey*, about nine months ago, at San Francisco. They freighted her half with a real cargo and half with dummies, and then got the whole insured as first-class cargo for \$3,000. The dodge was for Robins to carry her out to sea and scuttle her, get the insurance money, and then divide it. When Robins got to sea he began to ask himself what business Raynard, (who was left ashore) had with any share of the money, or, indeed, with the vessel or the cargo at all. So he determined to keep both for his own private fortune, and he did so. He carried her to Tanney Island, where he sold all the valuable portion of the cargo, and bought cocoanut oil with the proceeds. Then he sailed for New Zealand and sold the oil, making \$2,000 by that single transaction. Having effaced the marks on the rest of the cargo, he then sold it off at public auction, and would have sold the schooner too, but could not produce his authority for the act, so he abandoned her and went to Melbourne, where he took rooms like any other gentleman, and deposited his money in one of the banks. He was discovered, however, by the detectives, and arrested under the Extradition Treaty of 1842, on the Governor's warrant at the requisition of the United States Consul at Melbourne.

**A FESTIVE FRIEND.**—*Punch* is making no end of fun of friend Bright, who, on his accession to Gladstone's cabinet, is obliged on state occasions, to lay aside the sober habiliments of his sect and emerge glorious in the full rig of a courtier, knee breeches, silk stockings, blue coat bedizened with gold, *chapeau bras*, and alas! for the man of peace, a skewery little dress-sword girt upon his thigh. Thus accoutred, the good soul is represented in *Punch* as smirking before a *cheval* glass, with a yea, verily, of gratified surprise falling from his prim lips. How friend Bright will answer this to George Fox does not appear, but in one point, at least, he seems to have kept the faith, refusing to bend the knee to the Queen, the statement being that his creed forbade kneeling to man, on occasion of his formal presentation to Her Majesty as a member of the new ministry.

Queen Isabella went to the opera in Paris lately and sat in the imperial box. She was received with absolute silence, but soon after there was a slight buzz of curiosity to see the dethroned Queen. There was no cheering from any part of the house, and when she retired the stillness was as marked as when she entered.

**A MYSTERIOUS INCENDIARY.**

The city of Newburyport, Mass., is in a fever of excitement over what is, viewed as coolly as you please, certainly a most remarkable phenomena in crime. For fifteen or twenty years Newburyport has had an incendiary. Four churches, and smaller structures unnumbered, have perished by his destroying hand. He takes a pride in his work, and in the system and secrecy with which he does it. Every fire of the long series has been set by the same apparatus. An odd little box seemingly made by the mysterious man himself is in each instance filled with kerosene, oil saturated kindling wood, and other highly inflammable substances. A candle end is placed in this, and so lighted that in a few minutes the whole will be in flames. Year after year at irregular intervals this little contrivance is so employed in the work of destruction which this man is bent upon. After every conquered fire this little box is found where the conflagration began. Yet in all this time the man who makes the boxes, who carries them about and fires them, has successfully defied all the agencies of discovery, all the detectives employed in the interests of justice, or for the defence of property, and there is not a suspicion who is or what is at the bottom of his acts. He must be a citizen of the place, and one no longer young. Perhaps he is one of the most prominent in the arrangements for his own capture. His extraordinary crimes and his extraordinary success in eluding pursuit would make a splendid basis for a sensation novel. His last attempt, happily an unsuccessful one, dates back only to last week. His familiar box was set on fire against a church, the destruction of which, a high wind prevailing, would have carried with it half the city. It was discovered in time; but no traces of the man were left. The excitement over the matter naturally grows with each repetition of the arson.

—The cities of Sacramento and San Francisco are always quarrelling with each other about their respective inducements to immigrants. Sacramento is now taunting its rival with its recent earthquake misfortune. San Francisco retaliates by alluding to the flood of 1862, which did so much damage to Sacramento. All of which is very encouraging to outside parties to make either city their residence.

—The neglect of spelling in our present system of education was recently illustrated in the "High" School of Madison, Wis. Only two out of twenty-five pupils could spell words of two syllables correctly. Some of them missed sixty out of two hundred and sixty words.

The late Thomas C. Moore, of Brooklyn, E. D., has left a will nearly as long as the moral law, with several hundred bequests, amounting to several hundred thousands of dollars, including \$21,600 for the benefit of the destitute widows and children of Southern soldiers who were killed in Georgia and the Carolinas during the late war.



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Ottawa, January 8, 1869.

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**INTERCOLONIAL RAILWAY.**

The Commissioners appointed to construct the Intercolonial Railway give public notice that they intend to let 4 sections of the line at once.

Sections Nos. 1 and 2 embrace about 40 miles from a junction with the Grand Trunk Railway, near Riviere du Loup, and each section will be about 20 miles in length.

Section No. 3 will be about 26 miles in length, and lies between the East side of Restigouche River to near Dalhousie in New Brunswick.

Section No. 4 will be about 24 miles in length and lies between Amherst and River Phillip in Nova Scotia.

Plans and profiles with specifications and terms of contract will be exhibited at the offices of the Commissioners in Ottawa, Riviere du Loup, Dalhousie, St. John and Halifax, on and after the 11th JANUARY, 1869, and sealed Tenders addressed "To the Commissioners of the Intercolonial Railway," will be received at their office in Ottawa up to 4 o'clock on the 8th FEBRUARY, 1869.

A. WALSH,  
EDW. B. CHANDLER,  
C. J. BRYDGES,  
WILLIAM F. COFFIN.

N.B.—Tenders will shortly be called for, for other sections of the line, as soon as the plans are sufficiently advanced.

Ottawa, 19th December, 1868. 930a51-6

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## CANADA.



THE DUKE OF BUCKINGHAM AND

CHANDOS TO SIR JOHN YOUNG.

COPY.

CANADA.

DOWLING-ST.,

8th December, 1868.

SIR,—

The Queen has had occasion to observe that the constant progress of the British Empire in population, wealth and enterprise, and the unusual opportunities thus happily afforded to Her Subjects of rendering effective services to their Sovereign and their Country, have in some respects outgrown Her Majesty's means of recognizing those services in a fitting manner. You are aware that with the object of supplying that deficiency, it was found requisite in the year 1847, to enlarge and modify the ancient Order of the Bath; and more recently that Her Majesty has been pleased to create a new Order of Knighthood—the Star of India—for the reward of services rendered in relation to her Indian Empire. The sphere of usefulness and eminence which is now open in the British Colonies is so varied and extensive as to render it, in Her Majesty's judgment, advisable that to them as to India a special form of distinction should be appropriated.

For this purpose Her Majesty has been graciously pleased to sanction such a modification of the Statutes of the Order of St. Michael and St. George, originally instituted by King George III., in connection with His Majesty's Mediterranean Possessions, and now presided over by a Prince of the Blood Royal, together with such an enlargement of its numbers as will render it available as a reward of distinguished merit or services in any part of Her Majesty's Colonial Possessions.

I annex for publication in the Colony under your Government, copies of so much of the new Statutes as prescribes the qualifications for admission into the order and the number of the Knights.

The Queen is confident that this measure will be received by Her Subjects as an evidence of the importance which Her Majesty attaches to Her Colonial Dominions as integral parts of the British Empire, of Her constant interest in their progress and of Her desire that services of which they are the scene or the occasion may not pass without adequate and appropriate recognition.

I have, &c.,

(Signed,) BUCKINGHAM & CHANDOS.

Governor

The Right Honourable,

Sir J. Young, Bt. K. G. C. B. G. C. M. G.

&c., &c., &c.

Extract from the Statutes of the most distinguished order of St. Michael and St. George, dated the 4th December, 1868.

It is ordained, that this most distinguished order shall contain three classes, as in our said letters-patent mentioned, to be styled and designated respectively—

**KNIGHTS GRAND CROSS, KNIGHTS COMMANDERS, and COMPANIONS.**

It is ordained, that the first-class, or Knights Grand Cross, shall not exceed twenty-five in number.

It is ordained, that the second class, or Knights Commanders, shall not exceed sixty in number.

It is ordained, that the third class, or companions, shall not exceed one hundred in number.

It is ordained, that the persons to be admitted into this most distinguished order, shall be such natural-born subjects of our Crown of the United Kingdom of Great Britain and Ireland, as may have held, or shall hereafter hold, high and confidential offices within any of our Colonial possessions, or such other natural-born subjects of our Crown of the United Kingdom of Great Britain and Ireland, as may have held, or shall hereafter hold, high and confidential offices, or may render extraordinary and important services to us as sovereign of the United Kingdom of Great Britain and Ireland, in relation to any of our Colonial possessions, or who may become eminently distinguished therein by their talents, merits, virtues, loyalty, or services, or who now are, or hereafter may be, appointed officers of this most distinguished order.

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